

Heritage Place Name	House
Address	1 Freyer Street, Williamstown
Heritage Overlay No.	HO131
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Edwardian bungalow

Significant Dates

1918-20

Designer

Unknown

Builder

Henry A Klemke



Statement of Significance

What is Significant?

The house, pergola and lych gate, constructed by Henry A Klemke by 1920, at 1 Freyer Street, Williamstown.

How is it Significant?

The house, pergola and lych gate at 1 Freyer Street, Williamstown are of local aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Aesthetically, it is significant as a fine and near original example of an Edwardian attic bungalow that is notable for its multi-gabled form and other original detail, which is not found on houses elsewhere in the city and demonstrates the transition between Edwardian and Interwar bungalow styles. It is complemented by an unusual and rare example of an early pergola and lych gate over the driveway. (AHC criteria B2, E1 and F1)

History

The house at 1 Freyer Street, Williamstown was constructed between 1918 and 1920 for Henry August Klemke Jnr. It is presumed that Mr Klemke, whose occupation was carpenter (and later builder), had a hand in its construction. He continued to live in the property until at least the mid-1930s.¹

In 1906, this property is part of a larger property described as 'land 176', which is owned by the Estate of J Kingston. By 1915, Mr Klemke (who then resided at 108 Melbourne Road) is listed as the owner of what is described as 'land 42' Lot 6' with a Net Annual Value of £3. The description of the property remains the same until 1917-18 when the notation 'erecting' appears beside the land description, while the NAV remains the same. By the following year, a more specific reference to 'house erecting' is made and the NAV has increased to £10, and in 1919-20 the property is described as containing a 5 roomed brick house with a NAV of £25.²

Description

The house at 1 Freyer Street, Williamstown is a double-storey, attic-style, red brick Edwardian bungalow with a terracotta tiled triple-gabled roof. It is set back from the street boundary by a garden. At the street boundary, to the west, is an early and possibly contemporary lych-gate and pergola over the driveway. Other significant elements include:

- The unusual and distinctive bungalow form
- Half-timbered and shingled (stained) gable ends
- Tapered rough cast rendered piers on front porch
- Double-hung sash windows with a rectangular bay facing the street
- Carved timber brackets on gable ends
- Tapered rendered chimney with concrete capping and terracotta pot

The picket fence is a recent addition.

External Integrity and condition

Integrity - High. Condition - Good

Context

One of a number of Edwardian and Interwar dwellings in this area.

Comparative Analysis

While Edwardian bungalows are relatively common, particularly in Newport, this example has features such as the triple gable form and detailing to the gable ends not found elsewhere that set it apart as a house constructed by a carpenter and builder, presumably to demonstrate his skill. It is also a rare example of an Edwardian bungalow that clearly illustrates the transition to the interwar bungalow form.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Henry August Klemke Jnr.

¹ *Williamstown Rate Books* 1919-20 (3165), 1935-36 (3571)

² *Williamstown Rate Books*. 1906 (2804), 1915-16 (3122), 1917-18 (3140), 1918-19 (3160), 1919-20 (3165)

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Williamstown Rate Books 1906 (2804), 1915-16 (3122), 1917-18 (3140), 1918-19 (3160), 1919-20 (3165), 1935-36 (3571)

MMBW c.1905 Detail Plan No. 105

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Heritage Place Name	Williamstown Italian Social Club
Address	30 Garden Street, Williamstown
Heritage Overlay No.	HO132
Heritage Precinct(s)	Williamstown Beach Heritage Precinct

Significance

Local

Style & Type

Postwar functionalism

Significant Dates

c.1950

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Williamstown Italian Social Club, constructed c.1950, at 30 Garden Street, Williamstown.

How is it Significant?

The Williamstown Italian Social Club is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, it demonstrates the impact of migration upon Williamstown in the postwar period and is important for its associations with the Italian community over a long period of time. (AHC criteria A4, D2 and G1)

Aesthetically, it is a locally rare and intact example of postwar functionalist architecture. (AHC criteria B2, E1 and F1)

History

Thematic history

Barnard (1999) notes that:

After World War Two hundreds of thousands of displaced persons and assisted migrants came to Australia from Britain and Europe. Assisted migrants were guaranteed accommodation by the Australian Government and displaced persons who were assisted had to 'work as directed' for two years after their arrival.

Specific history

The Williamstown Italian Social Club was established c.1950. It is believed that the building was constructed on the site of the former Empress Pavilion, which was built by WH Gaunt, who also established the Woollen Mills on the site surrounding the Pavilion (The Mill was demolished in the 1990s and the site is now developed for housing). The Empress Pavilion was later converted to a roller skating rink and then to a picture theatre known as "The Empress" (affectionately known as "The Flea Palace"). It was later acquired and converted to the Italian Social Club.

Description

The Williamstown Italian Social Club is constructed of brick in the postwar functionalist style. The building is notable for the bold composition and massing of its symmetrically composed and stepped façade. Fenestration is limited to three square windows in the central bay above the letters and two tall vertical windows in the flanking bays. The centrally located entrance is enclosed by wrought iron gates which feature the acronym of the club, that is also featured in letters attached to the façade above the doorway.

It is not known whether the present building was a conversion of the earlier buildings on this site or an entirely new building. Further investigation is required.

External Integrity and condition

Integrity – High. Condition - Good.

Context

The building is related to the sporting field and pavilions within the Fearon Reserve on the opposite side of Garden Street.

Comparative Analysis

There is no comparable example of this style of architecture in Williamstown.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs, Forming clubs and associations

Associations

Williamstown Italian Social Club, WH Gaunt?

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Witt, HJ *My Williamstown* p.25
Williamstown Rate Books 1940-60

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Heritage Place Name	House and Fence
Address	4 Grindlay Street, Newport
Heritage Overlay No.	HO133
Heritage Precinct(s)	Grindlay's Estate Heritage Precinct
Significance	
Local	
Style & Type	
Interwar bungalow	
Significant Dates	
c.1925	
Designer	
Unknown	
Builder	Unknown
Unknown	
Statement of Significance	
What is Significant?	
The house and fence, constructed c.1925, at 4 Grindlay Street, Newport.	
How is it Significant?	
The house and fence at 4 Grindlay Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant?	
Historically, it illustrates the second important phase of residential development that occurred in Newport during the Interwar period following the expansion of industry. (AHC criteria A4 and D2)	
Aesthetically, it is significant as a fine and intact example of an Interwar bungalow, which is notable for its unusually detailed original fence and hedge. (AHC criteria B2, E1 and F1)	

History

The house at 4 Grindlay Street, Newport was constructed c.1925. It is possible that it was constructed for the State Savings Bank of Victoria.

Description

The house at 4 Grindlay Street, Newport is a single-storey, detached asymmetrical weatherboard interwar bungalow with a transverse gabled roof. It is set back from the street boundary by a garden. Significant original elements include:

- The distinctive and intact bungalow form
- Woven wire and timber fence, with an unusual spearhead and chain at its top, and the woven wire gate
- Early (probably original) clipped privet hedge
- Verandah supported on paired timber posts with red brick pillars
- Double-hung sash windows with multi-pane upper sashes
- Exposed rafter ends and gable brackets
- Shingled gable ends
- Red brick chimney

External Integrity and condition

Integrity – High. Condition - Good

Context

Part of a group of interwar dwellings.

Comparative Analysis

This house is typical of the weatherboard bungalows found in the Newport area, many of which appear to have been built to standard designs. It is notable as a relatively intact example, which retains an early fence and hedge.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

State Savings Bank of Victoria?

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Williamstown Rate Books 1920-30
- Sands & McDougall *Melbourne Directory* 1920-30

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Heritage Place Name	Spotswood Railway Station Complex
Address	Hall Street and Hope Street, Spotswood
Heritage Overlay No.	HO134
Heritage Precinct(s)	Hobsons Bay Railways Heritage Precinct

Significance

Local

Style & Type

Edwardian Railway Station

Significant Dates

1912

Designer

Victorian Railways

Builder

FE Shillabeer



Statement of Significance

What is Significant?

The Spotswood Railway Station complex comprising the up and down station buildings, platforms, signal box and station yard (with an emphasis on surviving fabric from the Edwardian and inter-war eras), designed by the Victorian Railways and constructed by FE Shillabeer in 1912, at Hall and Hope Streets, Spotswood.

How is it Significant?

The Spotswood Railway Station complex is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as an illustration of the improvements that were made to the suburban railway system in the Edwardian era both as a consequence of an overall upgrading of the system, as well as the industrial and residential development of Spotswood at that time. It contributes to the knowledge of how the railway system functioned when it was rebuilt early this century (AHC criterion A4 and D2)

Aesthetically, it is significant as an intact example of a well-preserved architect designed Edwardian-Baroque style station building, which is an important contributory element within the Melbourne-Williamstown railway precinct. (AHC criterion E1)

Socially, it is significant as a building that has played an important role in the development of the Spotswood community as a well used public building over an extended period and thus a familiar landmark to many in the community. (AHC criterion G1)

History

Historical background

Although a Melbourne and Williamstown Company had first been formed to build a railway connecting the two in 1852, it was the Melbourne, Mount Alexander and Murray River Railway Company which began building a line from Spencer Street, across the Maribyrnong River to Footscray and then parallel to the Yarra to Williamstown. When this company ran out of funds in 1856 the Victorian Government formed the Victorian Railways Department and the Williamstown line became the first completed by the Railways Department. It included a railway bridge over Stony Creek at Spotswood. The line opened in January 1859. It was the first railway line completed by the Victorian Railways. Once the Melbourne to Williamstown Rail link was completed, the Geelong trains utilised the new line to run their trains through Newport (then known as Geelong Junction) and straight on to Melbourne.

Stations along the Williamstown line opened as demand arose. At first only Williamstown, Williamstown Pier (then known only as Pier) and Footscray were opened, followed, a few weeks later, by North Williamstown. Geelong Junction (Newport) opened in the next month, March 1859. It was renamed Williamstown Junction in 1868 and was not called Newport until 1881. Spotswood Station opened as Edom in 1878, became Spottiswoode in 1881 and Spotswood in 1905. Williamstown Beach Station, initially, called Beach, opened in 1889.¹

Specific History

The Spotswood Railway Station complex was constructed as part of FE Shillabeer's contract 22887 signed in April 1912. The design was similar to other Edwardian-era station buildings such as Newport and Williamstown North.² An extra room was added to the east side station building, south end, to house shunters in the 1940s.³ This was an extra requirement to the standard design because of the many sidings operating in the area.

There was a multitude of industrial rail users in the Spotswood area, not the least of which was the Spotswood Sewerage Pumping Station, for which hundreds of trucks of coal would be delivered each month to the banks of boilers. Other busy sidings north of the station gave direct rail access to the agricultural implement makers Robinson & Co (sadly demolished in 1992-93) Hugh Lennon (remnants only survive) and International Harvesters (possibly a surviving saw-tooth roof shed), the Melbourne Glass Bottle Works (now ACI) and the Esso oil terminal. Several smaller works availed themselves of the public siding running parallel with Hall Street. South of the station, with the initial branch running off at Burleigh Street, more sidings served the Shell, BP, Ampol, and other oil terminals between Hall Street and Douglas Parade, while a circuitous line looped round along the Yarra Bank to the Vacuum Oil terminal (now Mobil). The second great coal user was the Newport Power Station, which had its own coal depot served by river wharf and rail siding.

Spotswood was probably one of the busiest rail freight centres in Melbourne (apart from the West Melbourne freight terminal) and required a complex system of shunting and safe-working arrangements because of the irregular timetable of goods movement which had to accommodate the normal suburban and Geelong country services as well. The sidings were constructed between 1880 and about 1930, the peak period of use being from the 1920s to World War II with a gradual decline following. Most of these sidings are closed and the tracks removed. The timber level crossing gates have been replaced with automatic booms.

¹ Barnard (1999)

² National Trust of Australia (Victoria) Classification Report

³ Ian Rae, personal comments (4 April 2000)

Description

Twin red brick and stucco Edwardian-era station buildings face each other across the tracks, fronting onto asphalt paved platforms. The Edwardian Baroque ox-bow motif has been used as the main parapet form, set between parapet piers, and the cantilevering canopies, supported on open web portal frames, have scalloped ripple iron valences at each end. The same motif is used very successfully in the fenestration grouping and parapet at the street elevations of each building, a treatment reminiscent of the Yarraville State Savings Bank. The ramps and iron balustrading appear early.

External Condition

good (partially disturbed, well preserved)

External Integrity

substantially intact/some intrusions

Context

Related to the nearby signal box, some early housing development along Hope Street and the old Spotswood Hotel. The historical context of this complex has been reduced with the demolition of some of the early industrial complexes nearby.

Comparative Analysis

This station compares with other Edwardian era stations on this line such as Newport and Williamstown North, which offer similar architectural stylism, although each is subtly different. Together, they form a distinctive station character group within the region.

Thematic Context

Principal Australian Historical Theme(s)

Transporting people

Associations

Victorian Railways

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Harrigan, Leo (1962) *Victorian Railways to '62* pp.17-18

National Trust of Australia (Victoria) Classification Report *The Melbourne to Williamstown Railway Line*

Additional Images

The image on the cover shows the Hope Street elevation of the Up side station building, while the image below shows the Hall Street elevation of the Down side station building.



Heritage Place Name	Spotswood Railway Signal Box
Address	Junction of Hall Street, Hope Street and Hudson Road, Spotswood
Heritage Overlay No.	HO135
Heritage Precinct(s)	Hobsons Bay Railways Heritage Precinct

Significance

Local

Style & Type

Edwardian signal box

Significant Dates

1912

Designer

Victorian Railways

Builder

FE Shillabeer



Statement of Significance

What is Significant?

The Spotswood Railway Signal Box, designed by the Victorian Railways and constructed by FE Shillabeer in 1912, at the junction of Hall and Hope Streets and Hudson Road, Spotswood.

How is it Significant?

The Spotswood Railway Signal Box is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the only early signal box remaining on this section of the Williamstown line and it illustrates the technological changes to the railway system when it was rebuilt early this century during a period of great industrial residential and commercial expansion in the municipality and region. It also provides evidence of the role of Spotswood as a key junction where branch lines to the nearby industrial areas and wharves connected to the main railway. It also has associations with the important railway-engineering firm of McKenzie & Holland, whose factory was located nearby in South Kingsville. (AHC criterion A4, B2, D2 and H1)

Aesthetically, it is significant as an important contributory element to the Spotswood Station complex, which is related to the other buildings and is a minor landmark within the Spotswood area. (AHC criteria E1)

History

Historical background

Although a Melbourne and Williamstown Company had first been formed to build a railway connecting the two in 1852, it was the Melbourne, Mount Alexander and Murray River Railway Company which began building a line from Spencer Street, across the Maribyrnong River to Footscray and then parallel to the Yarra to Williamstown. When this company ran out of funds in 1856 the Victorian Government formed the Victorian Railways Department and the Williamstown line became the first completed by the Railways Department. It included a railway bridge over Stony Creek at Spotswood. The line opened in January 1859. It was the first railway line completed by the Victorian Railways.

Once the Melbourne to Williamstown Rail link was completed, the Geelong trains utilised the new line to run their trains through Newport (then known as Geelong Junction) and straight on to Melbourne.

In conjunction with the completion of the railway line to Williamstown, much railway infrastructure was completed at Williamstown in what was then called the Railway Reserve and is now the Point Gellibrand Coastal Heritage Park. In the 1850s workshops were set up at Gellibrand Point to assemble railway rolling stock imported from England. Two piers, Railway Pier (now Gellibrand Pier) and Breakwater Pier and goods sheds, even a pier master's house, were constructed here in the 1850s. By the turn of the century a network of goods sheds and rail lines covered the area between Williamstown station and Railway and Breakwater Piers. (In the 1950s and 1960s these piers were converted for oil tanker berthing)

Stations along the Williamstown line opened as demand arose. At first only Williamstown, Williamstown Pier (then known only as Pier) and Footscray were opened, followed, a few weeks later, by North Williamstown. Geelong Junction (Newport) opened in the next month, March 1859. It was renamed Williamstown Junction in 1868 and was not called Newport until 1881. Spotswood Station opened as Edom in 1878, became Spottiswoode in 1881 and Spotswood in 1905. Williamstown Beach Station, initially, called Beach, opened in 1889 {Barnard, 1999}.

Specific History

This signal box is assumed to have been constructed as part of FE Shillabeer's contract 22887 signed in April 1912 for the construction of Station Buildings at Spotswood. The requirement for a signal box at this point of the line, was influenced primarily by the multitude of industrial rail users in the Spotswood area, not the least of which was the Spotswood Sewerage Pumping Station, for which hundreds of trucks of coal would be delivered each month to the banks of boilers. Other busy sidings north of the station gave direct rail access to the agricultural implement makers Robinson & Co (sadly demolished in 1992-93) Hugh Lennon and International Harvesters (35 Raleigh Street), the Melbourne Glass Bottle Works (now ACI), and Esso oil terminal. Several smaller works availed themselves of the public siding running parallel with Hall Street.

South of the station, with the initial branch running off at Burleigh Street, more sidings served the Shell, BP, Ampol, and other oil terminals between Hall Street and Douglas Parade, while a circuitous line looped round along the bank of the Yarra River to the Vacuum Oil terminal (now Mobil) in Francis Street, Yarraville. The second great coal user was the Newport Power Station, which had its own coal depot served by river wharf and rail siding.

The Spotswood box was originally a 14 lever, lever and tappet box which was also responsible for the operation of the level crossing gates at Hudson's Road. The main line gates were wheel operated, but an additional set of gates were on the siding as this ran off the main line just south of Hudsons Road to provide the greatest length of road in the limited space before the private sidings branched off. The gates were of massive timber construction with wrought iron bracing and some cast brackets, supported on cast iron columns. They were manufactured locally by McKenzie & Holland. One set at a tile yard on Ballarat Road, Ardeer, may have come from Spotswood. Local resident, Craig Jackson, recalls that these gates were in use and being manually opened and shut until the late 1980s.

Spotswood was probably one of the busiest rail freight centres in Melbourne (apart from the West Melbourne freight terminal) and required a complex system of shunting and safe-working arrangements because of the irregular timetable of goods movement which had to accommodate the normal suburban and Geelong country services as well. The sidings were constructed between 1880

and about 1930, the peak period of use being from the 1920s to World War II with a gradual decline following. Most of these sidings are closed and the tracks removed. The timber level crossing gates have been replaced with automatic booms.

Description

A quaint weatherboard and gabled signal box with gabled entry porch, elevated to a two storey equivalent height, with window strips on the upper level. The roof gables have decorative trusses and tall finials (restored?) and the roof is clad with corrugated iron. It is sited at the Hudson Road crossing.

External Condition

good (partially disturbed, well preserved)

External Integrity

substantially intact/some intrusions

Context

An integral part of the Spotswood Railway complex, on a prominent site, north of the station, diagonally opposite the Spottiswoode Hotel and the Spotswood commercial centre.

Comparative Analysis

No other similarly sized signal boxes are on this section of the line, indicating the special nature of this station and associated sidings. Another example is at the Yarraville Railway Station where similar industrial siding activity took place.

Thematic Context

Principal Australian Historical Theme(s)

Moving goods and people

Associations

Victorian Railways, McKenzie & Holland

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
- Operational and Defunct Private Sidings Registers, Sidings Administration Section, V/Line
- T. Robinson & Company history commissioned by Ampol, 1992 (copy held at Living Museum of the West)
- National Trust of Australia (Vic) Classification Report *The Melbourne to Williamstown Railway Line*

Heritage Place Name	Newport Railway Station Complex and Trees
Address	Hall Street and Melbourne Road, Newport
Heritage Overlay No.	HO136
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct Hobsons Bay Railways Heritage Precinct

Significance

Local

Style & Type

Edwardian Railway Station
& significant trees

Significant Dates

1912

Designer

Victorian Railways

Builder

FE Shillabeer



Statement of Significance

What is Significant?

The Newport Railway Station complex comprising the station buildings, platforms and associated Pepper and Lilly Pilly trees and land, at Hall Street and Melbourne Road, Newport.

How is it Significant?

The Newport Railway Station complex and trees are of local historic and aesthetic significance to the City of Hobson's Bay.

Why is it Significant?

Historically, it is significant as an illustration of the improvements that were made to the suburban railway system in the Edwardian era both as a consequence of an overall upgrading of the system, as well as the industrial and residential development of Spotswood at that time. It contributes to the knowledge of how the railway system functioned when it was rebuilt early this century. (AHC criterion A4 and D2)

Aesthetically, it is significant as an intact example of a well-preserved architect designed Edwardian-Baroque style station building, which is an important contributory element within the Melbourne-Williamstown railway precinct and contributes to the historic inter-war character of the Newport Civic & Commercial precinct. The mature trees provide an appropriate and related landscape setting. (AHC criterion E1)

Socially, it is significant as a building that has played an important role in the development of the

Spotswood community as a well used public building over an extended period and thus a familiar landmark to many in the community. (AHC criterion G1)

History

Historical background

Although a Melbourne and Williamstown Company had first been formed to build a railway connecting the two in 1852, it was the Melbourne, Mount Alexander and Murray River Railway Company which began building a line from Spencer Street, across the Maribyrnong River to Footscray and then parallel to the Yarra to Williamstown. When this company ran out of funds in 1856 the Victorian Government formed the Victorian Railways Department and the Williamstown line became the first completed by the Railways Department. It included a railway bridge over Stony Creek at Spotswood. The line opened in January 1859. It was the first railway line completed by the Victorian Railways. Once the Melbourne to Williamstown Rail link was completed, the Geelong trains utilised the new line to run their trains through Newport (then known as Geelong Junction) and straight on to Melbourne.

Stations along the Williamstown line opened as demand arose. At first only Williamstown, Williamstown Pier (then known only as Pier) and Footscray were opened, followed, a few weeks later, by North Williamstown. Geelong Junction (Newport) opened in the next month, March 1859. It was renamed Williamstown Junction in 1868 and was not called Newport until 1881. Spotswood Station opened as Edom in 1878, became Spottiswoode in 1881 and Spotswood in 1905. Williamstown Beach Station, initially, called Beach, opened in 1889.¹

Specific History

This complex was constructed as part of FE Shillabeer's contract 22575 signed in January 1912 for the construction of station buildings at Newport.

¹ Barnard (1999)

Description

As with Spotswood, twin red brick and stucco Edwardian-era station buildings face each other across the tracks, fronting onto asphalt paved platforms. However the Edwardian Baroque ox-bow motif seen at Spotswood is disbanded here in favour of expressed gabled Marseilles pattern terra-cotta clad roofs. This provides a domestic character to the complex. The cantilevering canopies are supported on pierced web portal frames but do not have the scalloped pattern to the valences at each end. Some modifications have occurred such as the enclosing under one of the verandahs.

There is a row of pepper trees on the west side, and a lilly pilly row on the east (10) with both rows relating to the station building.

External Condition:

Good

External Integrity:

High

Comparative Analysis

One of three Edwardian-era station designs on this line. Other stations on this line such as Spotswood and Williamstown North offer similar architectural stylism, although each is subtly different, and help form a distinctive station character group within the region. Newport along with Williamstown North are also distinguished by mature trees, which provide an appropriate and related landscape setting.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Victorian Railways, FE Shillabeer

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Leo Harrigan (1962) *Victorian Railways to '62* p.17

Vines, Gary and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study*, (Melbourne's Living Museum of the West) Site 126

National Trust of Australia (Victoria) Classification Report *The Melbourne to Williamstown Railway Line*

Additional Images

The image on the cover shows the Up side (Melbourne Road) building. The image below shows the Down side (Hall Street) building with some of Pepper Trees in the background.



Heritage Place Name	Newport Commercial Bank (Former)
Address	1 Hall Street, Newport
Heritage Overlay No.	HO137
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Victorian Classical Revival
Bank

Significant Dates

1887

Designer

Peter Matthews

Builder

C Hoskings



Statement of Significance

What is Significant?

The Newport Commercial Bank of Australasia (former – later Newport Post Office), designed by Peter Matthews and constructed by C Hoskings in 1887, at 1 Hall Street, Newport.

How is it Significant?

The Newport Commercial Bank of Australasia (former) is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the first major bank to be established in Newport and illustrates the optimism for the development of Newport in the late nineteenth century that was a result of the widespread speculative development. (AHC criteria A4 and D2)

Socially, it is significant for the important role it has played, first as a bank and later a post office, in the development of the Newport community. (AHC criterion G1)

Aesthetically, it is significant as a superior nineteenth century bank design in the commercial Renaissance Revival manner on a prominent corner site. It makes an important contribution to the historic character of the Newport Civic & Commercial precinct. (AHC criterion E1)

History

Historical background

Newport began to attract suburban dwellers in the 1880s when the railway workshops, with their promise of employment, were being constructed. The Newport Estate, to the west of the railway workshops, was marketed in 1885, as was Hall's Farm. Grindlay's Estate at Newport was marketed in 1888. It was within walking distance of the Newport Station, on what had been known as Griffiths Paddock (and now lies between North and Collingwood Roads.) Two other estates offered for sale in the 1880s were the Epsom Estate, near the Williamstown racecourse, and the South Newport Estate, between Kororoit Creek Road, the Geelong Railway line, Maddox and Fink Streets, although very few houses were built on these estates in the 1880s. Most of the housing that did go up at the time was in close proximity to the railway station. { Barnard, 1999}

At Newport, the shopping centre clustered around the railway station, developing as the residential areas of the district did. At Spotswood, Hudson Road appeared early to be the commercial centre, also being located close to the railway station.¹

Specific history

The Newport branch of the Commercial Bank of Australasia was built by 1887 and rated as bank premises of brick with 10 rooms with a Melbourne Road address. It was erected on a commercial lot in the new Grindlay Estate created at Newport (cited as 'late Greenwich') in 1886; the estate was declared at the Titles Office by JT Jenkins. Designed by prolific bank architect, Peter Matthews, the builder was C Hoskings and the contract was signed in February 1886. (Trethowan)

Other branches erected by same bank at the time included those at Newmarket, Northcote, Ballan, Brunswick, Yarrowonga, Charlton, Gisborne, Sale, Nathalia, Coburg and Romsey. Most were also designed by Peter Matthews. (ibid)

Early managers were WH Thomas, George A Power, and James Maynard. Just after the time of Federation, the bank became the Newport Post office, owned by the Commonwealth of Australia.

Description

The design of the former Commercial Bank of Australasia is a two storey cemented façade derived from the Italian Renaissance that was commonly used for commercial nineteenth century buildings. The corner siting, however, is distinctive, as is the corner pedimented porch entry with urns. The ground level is rusticated while the upper level is ruled as stone with segment and flat arched pediments over each window. Each of these windows has a balustraded base and the parapet has a typical moulded cornice with entablature.

The conversion of the Bank to a post office resulted in the installation of post boxes and telephones to the ground level façade. These were removed in 1990s and the original detailing was reconstructed.

External Condition

Good

External Integrity

Moderate

Context

A landmark building on a prominent corner, which makes an important contribution to the Newport Civic & Commercial Precinct.

¹ Barnard (1999)

Comparative Analysis

This former Bank compares with two other Classical Boom Style banks in the municipality; the former Bank of Australasia at 189 Nelson Place, Williamstown (q.v.) and the former Commercial Bank of Australia at 195 Nelson Place, Williamstown (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Financing Australia

Associations

Commercial Bank of Australasia, Peter Matthews, WH Thomas, Commonwealth Government

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Trethowan, B. (1976) *Banks of Victoria* (cites original drawing in Latrobe Collection State Library of Victoria)

Joy McLeod – personal comment (was Commercial Bank owner 1998)

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Heritage Place Name	Junction Hotel
Address	15 Hall Street, Newport
Heritage Overlay No.	HO138
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Interwar Moderne Hotel

Significant Dates

1924-25, 1938-39

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Junction Hotel, constructed in 1924-25 and altered c.1938, at 15 Hall Street, Newport.

How is it Significant?

The Junction Hotel at 15 Hall Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of a number of commercial buildings that demonstrate the major development of the Newport commercial centre during the inter-war period. (AHC criterion A4)

Aesthetically, it is significant as a good example of the Moderne style applied to a commercial building, which is rare in the municipality. It makes an important contribution on a prominent corner site to the historic character of the Newport Civic & Commercial precinct. (AHC criteria B2 and E1)

History

Historical background

Newport began to attract suburban dwellers in the 1880s when the railway workshops, with their promise of employment, were being constructed. The Newport Estate, to the west of the railway workshops, was marketed in 1885, as was Hall's Farm. Grindlay's Estate at Newport was marketed in 1888. It was within walking distance of the Newport Station, on what had been known as Griffiths Paddock (and now lies between North and Collingwood Roads.) Two other estates offered for sale in the 1880s were the Epsom Estate, near the Williamstown racecourse, and the South Newport Estate, between Kororoit Creek Road, the Geelong Railway line, Maddox and Fink Streets, although very few houses were built on these estates in the 1880s. Most of the housing that did go up at the time was in close proximity to the railway station.¹

Specific history

Carlton & United Breweries owned two shops here in the 1920s. They stood on a commercial lot in the new Grindlay Estate created at Newport (cited as late Greenwich) in 1886; the estate was declared at the Titles Office by JT Jenkins. By 1923 the owner occupier was Fox and by 1924-25 he was rated for a new hotel of 17 rooms and brick. Evangeline Fowler owned and occupied the new hotel in the following year. The annual valuation was £322. Stanley Joseph Fowler was the next hotelier although the premises was still in the name of Evangeline. He was there well into the 1930s until Henry Medlicoft took over, with the Fowler estate as owners.

The hotel rate description included 24 rooms by 1939-40 and the annual valuation had risen to £800. The value had risen steadily in the late 1920s to £702 in 1930. Based on this and the Moderne styling, it is likely that the external elevation was created c1938-39 under the ownership of Stanley & Henry Fowler and fairly new tenancy of Medlicoft.

¹ Barnard (1999)

Description

This Moderne style two storey corner hotel has a cemented and parapeted façade and may be a renovation of an earlier building. Typical for the style the façade corners are emphasised by a series of vertical fins which provide massing over main entry points. Between these there is a horizontal emphasis created by framed horizontal window groupings and the parapet capping. On the side frontage the treatment is simpler. The building relates in height and fenestration to the adjoining generally earlier commercial streetscape.

Modifications to the exterior include intrusive elements such as added air units, signs, and refitting of doorways.

External Condition

Good

External Integrity

Moderate

Context

One of a number of landmark buildings on corner sites that make a significant contribution to the historic character of the Newport Civic & Commercial Precinct.

Comparative Analysis

This is the only example of Moderne hotel design in the city and one of only two interwar hotels – all other hotels date from the nineteenth century. The Rifle Club Hotel is the only other inter-war example but of an earlier style. Stylistically, this building compares with the altered Nelson Bros. Funeral Parlour (former) at 39-43 Douglas Parade, Williamstown (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Lodging people

Associations

Fox, Stanley & Henry Fowler

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Williamstown Illustrated 1902 end papers
MMBW Property Service File, City West Water PSP 785561 only plan 1986- no result

Heritage Place Name	W Goetz & Sons Ltd Complex (Former)
Address	136-140 Hall Street, Spotswood
Heritage Overlay No.	HO139
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Interwar Moderne industrial

Significant Dates

1939

Designer

Unknown

Builder

JG Shillitow



Statement of Significance

What is Significant?

The W Goetz & Sons Ltd complex (former) comprising the offices, factory and caretakers residence, constructed by JG Shillitow in 1939, at 136-140 Hall Street, Spotswood.

How is it Significant?

The W Goetz & Sons Ltd complex is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as an intact industrial complex, which demonstrates the scale of development that occurred in Newport and Spotswood during the Interwar period when it became one of the most important and largest industrial centres in Melbourne. (AHC criterion A4 and D2)

Aesthetically, it is significant as a superior and intact example of a Moderne factory building, which is one of the few examples in the municipality. (AHC criteria B2 and E1)

History

Historical background

The rail and port infrastructure and availability of abundant vacant land between the railway and the Yarra River were influences that helped to attract several major industries to the study area, and particularly to Newport and Spotswood in the flourishing Victorian economy of the 1870s and 1880s. Many of these industries were already established firms seeking to expand, which relocated from other parts of Melbourne or Victoria. Engineering and agricultural implement makers were particularly well-represented, while other major concerns reflected the earlier connections between Williamstown's port and its rail connections to western Victoria.

Lennon's Agricultural Implements Works was established in 1887 as the Newport Iron Works by Mephan Ferguson. Hugh Lennon took over the site in the 1890s. The firm claimed to have 'manufactured the first plough made in Australia' and, by the early nineteenth century was producing ploughs, harvesters, and wool presses. The company made use of a railway spur from Spotswood station which was also used by the Glass Bottle Works and straddled the railway line at Spotswood. International Harvester Co, took over the site in the 1920s and the original site, together with at least one 1890s building, is now contained within AGM's complex at Spotswood. Another agricultural implement maker was T. Robinson and Co., which had been established in West Melbourne in the 1850s and been situated in North Melbourne before it was moved to Spotswood in 1891. Like Lennon's works, Robinson's also made use of the railway line at Spotswood. The site, with surviving buildings, has been absorbed by AGM.

In 1890 the Melbourne Glass Bottle Works also moved to Spotswood from the premises it had occupied in South Melbourne since 1873. Initially twelve and a half acres of land were purchased between the railway line and the river, and in the first decade of production at the new site, the company expanded till it occupied 'five or six acres of buildings' and employed up to 500 men making bottles of all sizes, shapes and colours. Now called Australian Glass Manufacturers, the company is still situated at Spotswood, its site having expanded to encompass other former establishment, such as Lennons and Robinson's. Together with the Spotswood Pumping Station (see below) it represents a vast industrial area that was established over a hundred years ago.¹

Specific History

This corrugated iron clad timber-framed factory and brick office block was built on a vacant 3 acre site in 1939 for the engineering firm, WG Goetz & Sons Ltd, care of their head offices at Salmon Street, Port Melbourne. It is believed that the timber caretakers residence was constructed at the same time.

Goetz had purchased the site (part of CA 50, Lot 1 of 7 Parish of Cut Paw Paw) from the explosives makers, Nobels Australia Pty Ltd on 22 June, 1939 who owned a complex on a site immediately to the north. Goetz remained the owners until 1999.

Goetz advertised their wares in newspapers, citing sheet metal working machinery, food processing units, packing machines, canister and can making. Manufactured items included dies, die-sets, jigs, and gauges among their products. The firm was established in 1875 and by the mid twentieth century had works in all states and New Zealand. Other product lines included Bakelite moulds.

In the 1960s the company was under the direction of JH Moss (chairman), OT Goetz (deputy chair), JS Moss, PS Moss, RJ Burns, and F Craddock who was also company secretary. The authorised capital was £500,000 and the paid up capital £234,000 (BWWOA, 1964:172)

¹ Barnard (1999)

Description

Located at the corner of Hall and Burleigh Streets, this complex includes:

- A cream and manganese parapeted brick office block, at the Burleigh Street corner, and a corrugated iron clad, timber-framed factory block at the rear. The lower office walls are in the manganese brown coloured brick, the cream brick upper walls have dog toothed corbels to the parapet, and there is a concrete string course or lintel above the window line. The office entry is highlighted by a series of vertical elements with a tripartite motif in the parapet, typical of the Moderne style. The large saw-tooth roof factory behind has steel framed multi-paned window glazing similar to those in the office block. An early panel identification sign is above the office block parapet. There is no original plant inside.
- The former caretakers residence is an interwar timber Californian Bungalow, which adjoins the complex at the north-west corner of the site.

The use of the Moderne/Modern styling in industrial architecture can also be seen along Geelong Road, with another example in Ballarat Road, highlighting the industrial growth inspired by overseas supply shortages due to the approaching war.

External Condition

Generally good (partially disturbed, well preserved)

External Integrity

Externally intact with minimal intrusions, except for new roller shutter doors. There are currently proposed changes to the complex.

Context

Contributory to the Spotswood Industrial Precinct on flat land facing railway.

Comparative Analysis

Modernist influenced industrial designs are rare in the municipality. Comparative examples include the offices and amenities block of the former Standard Vacuum refinery complex in Millers Road, Altona North, and the Red Robin factory in Pier Street, Altona (q.v.). This Modern or Modernistic design is paralleled more closely by the large factory offices in Geelong and Ballarat Roads, City of Maribyrnong.

Thematic Context

Principal Australian Historical Theme(s)

Manufacturing and processing

Associations

WG Goetz and Sons Ltd

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

MMBW Property Service File for Nth east cnr Hall and Burleigh Street, City West Water large complex, corner building PSP 166660

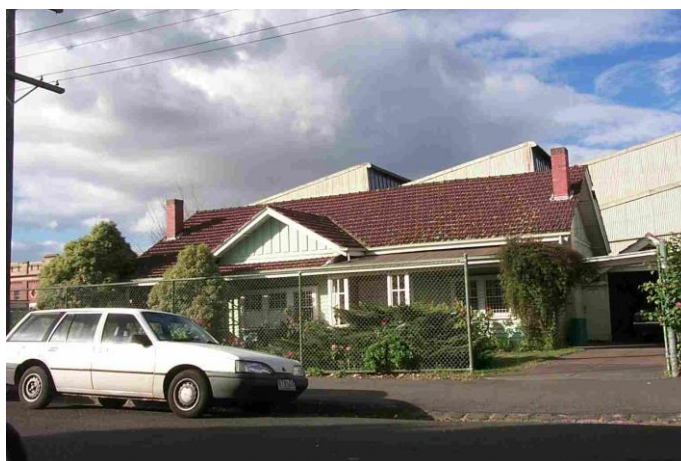
The Business Who's Who of Australia (1964)


Pratt, Charles Daniel c.1933 Airspy photograph *Spotswood area, rail yards in foreground*

Aerial photographs collection, State Library of Victoria picture collection.

Additional Images

The image on the cover shows the factory building, while the image below shows the manager's residence.



Heritage Place Name	Bickford, Smith & Co Explosives Factory (Former)
Address	144-150 Hall Street, Spotswood
Heritage Overlay No.	HO140
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Edwardian Tudor Revival Industrial	
Significant Dates	
1911	
Designer	
Gibbs, Finlay, Morsby & Coates	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The former Bickford, Smith & Co explosives factory, designed by Gibbs, Finlay, Morsby & Coates and constructed in 1911, at 144-150 Hall Street, Spotswood.
How is it Significant?	The former Bickford, Smith & Co explosives factory at 144-150 Hall Street, Spotswood is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it is significant as a factory that demonstrates the early development of the Spotswood industrial area, which became a major centre of industry in a metropolitan context. It was associated with a nationally known chemical firm, Nobel (Australasia). (AHC criteria A4, D2 and H1)</p> <p>Aesthetically, it is a surprisingly original and extensive facade (given the industrial use) designed in a striking manner within a castellated Medieval revival style not seen commonly in Victoria. (AHC criteria B2, E1 and F1)</p>

History

Historical background

The rail and port infrastructure and availability of abundant vacant land between the railway and the Yarra River were influences that helped to attract several major industries to the study area, and particularly to Newport and Spotswood in the flourishing Victorian economy of the 1870s and 1880s. Many of these industries were already established firms seeking to expand, which relocated from other parts of Melbourne or Victoria. Engineering and agricultural implement makers were particularly well-represented, while other major concerns reflected the earlier connections between Williamstown's port and its rail connections to western Victoria.

Lennon's Agricultural Implements Works was established in 1887 as the Newport Iron Works by Mephan Ferguson. Hugh Lennon took over the site in the 1890s. The firm claimed to have 'manufactured the first plough made in Australia' and, by the early nineteenth century was producing ploughs, harvesters, and wool presses. The company made use of a railway spur from Spotswood station which was also used by the Glass Bottle Works and straddled the railway line at Spotswood. International Harvester Co, took over the site in the 1920s and the original site, together with at least one 1890s building, is now contained within AGM's complex at Spotswood. Another agricultural implement maker was T. Robinson and Co., which had been established in West Melbourne in the 1850s and been situated in North Melbourne before it was moved to Spotswood in 1891. Like Lennon's works, Robinson's also made use of the railway line at Spotswood. The site, with surviving buildings, has been absorbed by AGM.

In 1890 the Melbourne Glass Bottle Works also moved to Spotswood from the premises it had occupied in South Melbourne since 1873. Initially twelve and a half acres of land were purchased between the railway line and the river, and in the first decade of production at the new site, the company expanded till it occupied 'five or six acres of buildings' and employed up to 500 men making bottles of all sizes, shapes and colours. Now called Australian Glass Manufacturers, the company is still situated at Spotswood, its site having expanded to encompass other former establishment, such as Lennons and Robinson's. Together with the Spotswood Pumping Station (see below) it represents a vast industrial area that was established over a hundred years ago.¹

Specific History

It is believed that the explosives firm Bickford Smith and Co, later joined by the international explosives firm of Nobel (Australasia) Ltd. commissioned architects, Gibbs Finlay Morsby & Coates, to design a large explosives manufacturing complex, which was built in the then largely undeveloped Hall Street during 1911. (1) The architects supervised the completion of the Williamstown Town Hall (q.v.) and are known to have carried out later work on this complex, which suggests that they were the original architects.

Consisting of a large timber factory, faced with brick, the complex also possessed a timber gate house and manager's residence in brick. Subsequent owners, W.E. Goetz & Sons Ltd. of West Melbourne (repetition engineers) replaced these latter buildings with a new factory, aided by St Kilda builder J.G. Shillito (q.v.).

RVB Engineering Products Pty. Ltd. (automotive, industrial, marine, garage equipment division) occupied the complex from the early 1940s, sharing with Goetz. Architect, John Scarborough, designed the building at the front of the property during the early 1960s.(2).

Alfred Nobel (1833-96) was a Swedish chemist whose firm prospered from explosives manufacture and oil: the Nobel prize was first awarded in 1901 (3).

¹ Barnard (1999)

Description

A single storey, large dichrome brick and stucco facade which apparently covers a timber structure as a three-sided castellated wall with octagonal corner turrets. The facade is comprised of three parts; two wings flanking a central, higher one. This central facade element is divided by pilasters which are expressed in the parapet as larger battlements. A brick corbel-table follows the main cornice around all sides, each bay possessing two diamond-shape windows aligned over rectangular windows below. Paired lights comprise the fenestration on the side wings with slightly gabled concrete lintels over these and the centre-wing windows. A central, raised entablature supports a cornice and drum shape, above the Gothic-arched entrance, as well as the name of the current owner.

Generally Tudor revival in its styling, the factory follows the overall medieval stylism used sparingly on large buildings and commonly in domestic architecture or stable buildings since c.1900 (refer former Salvation Army Training College, Victoria Parade, Melbourne East).

External Integrity and condition

Generally original except for the unfortunate placement of new buildings across the axis of this impressive facade.

Context

This building forms part of a broader industrial precinct within the Spotswood area. Other heritage places include the WE Goetz factory on the adjacent site, and installations associated with the early oil industry to the east in Burleigh Street.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing & retailing

Associations

Bickford, Smith & Co., Nobel (Australia), Gibbs, Finlay, Morsby & Coates

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Consider long term relocation of buildings at the front that obscure views of the building from Hall Street.
- Repaint trim in original or typical colours.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Melbourne Metropolitan Board of Works Drainage Cover File. 166600; Williamstown Rate Books 1911-12 (4421)

2 Melbourne Metropolitan Board of Works, Drainage Cover File. 166600; Sands and Kenny (later McDougall) *Melbourne Directory* 1962

3 *Newnes Popular Encyclopedia* part 27, p.2202; *The Australian Encyclopedia* Vol. 4, p.348.

Heritage Place Name	'Alloa'
Address	168 Hall Street, Spotswood
Heritage Overlay No.	HO141
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Federation Arts & Crafts bungalow

Significant Dates

1908

Designer

HV & A Champion?

Builder

H Mueller?



Statement of Significance

What is Significant?

'Alloa', constructed in 1908 and possibly designed by HV & A Champion, at 168 Hall Street, Spotswood.

How is it Significant?

'Alloa' at 168 Hall Street, Spotswood is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its strong associations with the development of industry in Spotswood as a house constructed for the Manager of the Melbourne Glass Bottle Works (later ACI), which became a major industry not only in Spotswood, but in a national context as well. (AHC criteria A4, D2 and H1)

Aesthetically, it is significant as a superior and intact example of a Medieval Revival bungalow, a style that is rare in both Williamstown and the metropolitan area. As an early example, it illustrates the influence of this style upon later bungalow designs. (AHC criteria B2, E1 and F1)

History

William McNeilage who was manager of the Melbourne Glass Bottle Works and whose son later managed the Bickford Smith and Co. Safety Fuse Factory (q.v.) near this site, first occupied Alloa after it was built in 1908: it was described as of brick and 12 rooms (1).

The house was possibly designed by HV & A Champion who placed a notice in the 15 December 1908 edition of *Building* that a contract had been let to construct a brick residence in Spotswood to H. Mueller for the price of £1,559. (2)

Born in Scotland McNeilage was a councillor for many years and Mayor of Williamstown in 1911-13 (2) but prior to that he had come to Spotswood as the manager of the Melbourne Glass Bottle Works. The company had built this house for their manager after their move from Port Melbourne late last century; having been started there by Felton and Grimwade in 1872. The company also expanded to Sydney in 1904 and Adelaide in 1907. By 1939, after a series of amalgamations and takeovers of interstate companies, Australian Consolidated Industries (ACI) was formed from the original companies: diversifying after World War Two into sheet glass and domestic goods. Hence 'Alloa' was eventually owned by ACI (3).

Description

'Alloa' is a large, bayed in plan, red brick and rough cast stucco residence with a high, slated Dutch-hipped roof and three-sided timber verandah, within the roof pitch. A series of shallow gables set in the roof provides a bungalow effect whilst the same gable, with a Chinese arch beneath, is used centrally in the west verandah elevation. Duplex posts and ornately fretted brackets support the verandah whilst delicate slatting fills the arch-spandrels under the entry gable. Window bays are distributed around the building whilst banded chimney cornices are typical. A mature Cypress row marks the original planting.

Unlike the Queen Anne, this house has a strong simple roof line more akin to the Indian bungalow and is thus a rare example of its period.

'Alloa' appears to be externally original apart from the painting of some brickwork. However, its setting has been greatly compromised by subdivision and later development, which obscures the view of the house from Hall Street.

External Integrity and condition

Integrity – Moderate. *Condition* – Good.

Context

Isolated building type but related to adjoining factory lots, as the former manager's house (see also 184 Hall Street).

Comparative Analysis

This is the only example of this architectural style in Hobsons Bay, and an early example within the metropolitan area.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

William McNeilage, Australian Glass Bottle Works, HV & A Champion, ACI

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to remove paint from brickwork by an approved method and repaint trim as original or sympathetic. The removal of buildings obscuring it from Hall Street could be considered as a long-term objective.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*


1 Melbourne Metropolitan Board of Works Drainage Cover File 75849; Sands and Kenny (later McDougall) *Melbourne Directory* 1910 & 1925; Williamstown Rate Books 1908

2 Lewis, Miles *Australian Architectural Index*

3 Evans, Wilson P (1969) *Port of Many Prows* p.181

4 Melbourne Metropolitan Board of Works Drainage Cover File 75849

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Heritage Place Name	House and Soap Factory (Former)
Address	184 Hall Street, Spotswood
Heritage Overlay No.	HO142
Heritage Precinct(s)	Spotswood Industrial Heritage Precinct
Significance	
Local	
Style & Type	
Victorian Italianate villa and gabled shed.	
Significant Dates	
c.1889	
Designer	
Unknown	
Builder	Unknown
Unknown	
Statement of Significance	
What is Significant?	
The house, constructed c.1889 and the soap factory (former) at 184 Hall Street, Spotswood.	
How is it Significant?	
The house and soap factory (former) at 184 Hall Street, Spotswood are of local historic, aesthetic and technical significance to the City of Hobson’s Bay.	
Why is it Significant?	
Historically, the house is significant as the oldest dwelling in Spotswood and as the only surviving building associated William Hall Snr. who was one of the first settlers in the Spotswood area. It is also significant for its later associations with the industrialist, George Beal, who established the Soap Factory at the rear. The siting of the house adjacent to the rear factory illustrates the transformation of Spotswood from a rural farming area to a major industrial centre during the late nineteenth and early twentieth centuries. (AHC criteria A4, D2 and H1)	
Aesthetically, the house is significant as the only known example in the Spotswood area and one of the few in the city as a whole of a Victorian Italianate villa with notable detail such as the polychromatic brickwork. The quality of the dwelling in what was then a remote area illustrates the importance of its early owners. (AHC criteria B2, E1 and F1)	
Technically, the former soap factory is significant as a rare surviving example of its type, which provides important evidence of this industrial process in the early twentieth century. The factory building itself is notable for its relatively high degree of internal and external integrity with original equipment and its unusual curved roof with timber and metal trusses. (AHC criteria B2 and F1)	

History

This house was built by 1888-89 for retired farmer, William Hall. By 1890-91 his widow (?), Eliza Hall, was the owner, and one year later the owner-occupier was a George Beal whose occupation was listed as a car builder. It was then described as a six-room brick house.¹

George Beal lived there until at least 1925 when the Sands and McDougall *Melbourne Directory* listing for this house is George Beal and Company - Soap Manufacturer. It is believed that the factory in the rear yard was established sometime during the early twentieth century and manufactured a range of soaps and other products. For 90 years until 1983 the same family or at least the same business continued its association with the property.²

William Hall Snr. was a early pioneer of the area who arrived at Williamstown on the *Andromache* in 1840 and established Mount Pleasant Farm on 100 acres at Greenwich (later Newport) sometime later. In about 1884 he sold this land to a syndicate formed by Messrs. Fergie, Moss & Company who 'made a neat increment on the sale...'.³ Mr Hall presumably used the proceeds of that sale to construct this fine new residence. Hall Street is named in his honour.

Description

The house is an asymmetrically planned Victorian Italianate villa, of coloured polychromatic brickwork with a hipped and slated roof and timber verandah, decorated in part with cast iron. The front door retains leadlighted fanlights, but the sidelights have been replaced with clear glass. The front door is not original. The cast iron frieze appears to be missing from the verandah, which has been altered; blinds have been added and rainwater gutters replaced. The original scalloped profile, round head picket fence and gates identified by the 1987 Study has recently been replaced.

A clipped Pittosporum hedge, and palm clump in the front yard are the apparent remnants of early plantings that provide a related (albeit diminished) setting.

The former Soap factory is a corrugated iron clad building, which is situated in the rear yard behind the house. It has a curved iron roof that, unusually, is supported on triangular metal trusses (timber at either end). Internally, it is simply divided into two large rooms which contain much of the remnant equipment associated with the soap making operation including vats, pipes, storage, and a machine for wrapping the finished product. Inward opening windows are set high in the wall. There is a smaller gabled timber building to one side – possibly the manager's office?

External Integrity and condition

House – Moderate integrity and fair condition. Factory – High integrity

Context

The house is now an isolated building, which by contrast with surrounding industrial development, provides visual counterpoint as well as the historical link as an obviously industrially linked residence. Reputedly more large villas once were sited in this area, each set back from the street; this being one of the last (Ackerly: manager's houses).

¹ *Williamstown Rate Books* 1888-89 (3709), 1890-91 (4491) 1891-92 (4643)

² Telephone Directory 1983

³ Strahan, L (1994) *At the Edge of the Centre*. pp.22 and 201.

Comparative Analysis

The house is the only example of this type of Italianate villa in the Spotswood area. It compares with the Italianate row houses at 1-3 and 5-7 Hope Street, Spotswood, and similar villas at 116 and 118 Dover Road, Williamstown, and 72 Pasco Street, Williamstown, which are also included in this Study.

The former soap factory is now one of a small number of early twentieth century factories in the Spotswood area. It compares with similar simple corrugated iron clad buildings at the former Australian Glass Bottle Works in Booker Street and Hudsons Road, and the former Hugh Lennon Agricultural Implement Works in Raleigh Street, Spotswood. However, it is of a more domestic scale and has a higher degree of integrity than these buildings.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

William Hall, George Beal, George Beal & Co.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes, with internal controls for factory building.

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to replace cast iron frieze as evidence allows or matched to balustrade pattern, repaint trim as original or typical.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

City of Williamstown Rate Books

Strahan, L (1994) *At the Edge of the Centre. A History of Williamstown*. pp.22 and 201.

Sands and Kenny (later McDougall) *Melbourne Directory* 1925

The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)

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Heritage Place Name	Williamstown Railway Station Complex
Address	Hanmer Street, Williamstown
Heritage Overlay No.	HO144
Heritage Precinct(s)	Hobsons Bay Railways Heritage Precinct Government Survey Heritage Precinct

Significance

Local and State
(VHR H1599)

Style & Type

Victorian Railway Station

Significant Dates

1859

Designer

Unknown

Builder

Kerr, Hodgson & Billings



Statement of Significance

What is Significant?

The Williamstown Railway Station complex, comprising the station buildings constructed in 1859, the Ann Street footbridge and the Thompson Street road bridge, at Hanmer Street, Williamstown.

How is it Significant?

The Williamstown Railway Station complex is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the oldest railway station in Victoria to survive relatively unaltered and is now one of the earliest groups of timber public buildings in Victoria. It forms part of a valuable complex of early railway elements, which includes road and pedestrian bridges and fencing. The first surviving public building to be completed in Williamstown and symbolic of the town's importance as a deep-water port. (AHC criteria A4 and D2)

Aesthetically, it is significant as a relatively intact example of a very early station, which was specially designed for its location and is notable for its unique elements that include an uncommon attached hipped roof platform canopy. It is the focal point of a valuable complex of early railway elements that also includes the road and pedestrian bridges and fencing. (AHC criteria B2, E1 and F1)

Note: Included on the Victorian Heritage Register as VHR H1599.

History

Thematic history

After suggested means of linking the deep water port facilities of Williamstown with Melbourne by engineers such as Amman and James Blackburn in 1851, a prospectus was issued on which to form a public company in the following year. After little response, work was commenced in 1853 to reach Geelong by rail, using Newport (formerly Greenwich) or Newport Junction as a starting point from the Melbourne line. Newport had been linked with Geelong in August 1857. A small jetty (Greenwich pier) had already been erected near the junction to provide temporary berthing, from a spur line in North Road, until the main line was extended temporarily to Williamstown Pier, in October 1857, and officially in January 1859 under the supervision of Engineer in Chief, George C. Darbyshire (1).

Joint contracts were called by the Public Works Department for the construction of the Patent Slip and levelling of the pier railway station ground and were let to Pearce and Dalziel in 1856; the latter for £6054 to facilitate this building (2).

Specific history

The Williamstown Station buildings were contracted to Kerr Hodgson and Billings in October 1858. Goods and engine sheds were added in 1858 and 1857 and 1861 respectively (3).

Description

A transverse gable timber flush boarded station building with an attached hipped roof canopy set on timber columns. Tuscan order pilasters, set into the track side wall, take the verandah support beams on deeply scrolled brackets which are repeated on the verandah posts, terminating above the capital mouldings. Deep architraves surround openings both on this and other walls; the wide four panel door pairs being hung beneath two panel side-hung top lights and the through way being equipped with a wicket gate pair. Shallow truncated pyramidal mouldings fill the lower panels of these doors. Architraves, multi-pane sash windows and roof vents are the major period elements of other elevations, given later recladding.

The flush boarding has been reclad on three sides with asbestos cement sheet; the chimney cornices removed; an opening closed in on the east elevation and the entrance there altered; what appears to have been pavilions at each end and connecting verandah facing Hanmer Street have been removed. Details such as sign boards, brackets and lights have been added.

Nearby, Mephan Ferguson's Carlton Foundry iron pedestrian bridge (c1880) is of note. The bridge has been raised and rebuilt to allow for electrification.

External integrity and context

Integrity – Moderate (Station and footbridge)

Condition – Good (Station), Good (Thompson Street bridge), Poor (Ann Street footbridge)

Context

Isolated complex but linked with the other early elements on the line, particularly the valuable stone road bridges (1857-).

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Moving Goods and People

Associations

Victorian Colonial Government

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H1599
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the Burra Character. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to prepare a Conservation Management Plan to guide future use and development of the complex.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- 1 Evans, Wilson P (1969). *Port of Many Prows* p.103f; Harrigan, p284f
- 2 *Williamstown Chronicle* 4 October 1856
- C Gibson, 2001 notes graving dock is Patent Slip
- 3 Victorian Railways Contract Books
- 4 Evans, Wilson P (1969). *Port of Many Prows* p136 photo

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Heritage Place Name	House
Address	6 Hanmer Street, Williamstown
Heritage Overlay No.	HO145
Heritage Precinct(s)	Hanmer Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Early Victorian basalt house

Significant Dates

1857-58

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed 1857-58, at 6 Hanmer Street, Williamstown

How is it Significant?

The house at 6 Hanmer Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is one of a small number of pre-1860 houses, which demonstrate an important early period in the development of the city. It is also important for its associations with Captain John Freyer who was a prominent figure in Port Phillip's and Williamstown's early marine and municipal history. (AHC criteria A4, B2, D2 and H1)

Aesthetically, it is an early and near original house with a recognizable early Victorian form and site placement and built from a relatively uncommon material for the metropolitan area (basalt) which contributes to the historic nineteenth century character of Hanmer Street. (AHC criteria E1 and F1)

History

Rate books show that this house was under construction in 1857 and at that date was owned and occupied by Thomas Aitken (or Atkins) (1). It was not shown on Windsor's 1858 plan but appears on the 1864 Williamstown plan. The house was described as of stone and four rooms (1858-62) five rooms (1865-78) and seven (1890-) (2). Atkins resided in Ann Street during the 1860s.

By 1865 it had been acquired by Captain John Freyer, who resided in Stevedore Street and leased out the property, as did the successive owners Mrs. Black (1880-1886) and Mr. J. Sims (1887-1893) (3). By 1896 the house had been repossessed by the County Bourke Building Society, no doubt a result of the owner's financial difficulties after the bank moratorium of 1893. Some of the tenants between 1865 and 1895 included Mrs. Mary Dodds, Nehemiah Willis, a boatman; John Clarke, a labourer; a Customs official, Yates Brooks and another boatman, Thomas Page (4).

Captain John Freyer (1865-80) was twice mayor of Williamstown (1860-2), a Justice of the Peace, member of the first Borough Council, on the Pilots Board of Victoria, a Water Police Magistrate and member of the Marine Board (1888- 90). Freyer served on the Williamstown Board of Health (1855) which was a precursor to municipal government as possibly the earliest local regulatory body, but perhaps as a product of his long judicial status in the town, he had gained the less than affectionate title of 'Scorpion', for his 'venomous' words and deeds whilst in power (5). Freyer's own house at 26 Stevedore Street has been redeveloped.

Description

A two storey coursed basalt masonry, iron clad M-hip roofed house, built to the property line and possessing symmetrically arranged fenestration of six and two pane, double hung sashes. Basalt chimneys, with implied cornice mouldings are located on the north side. Mature trees including a Norfolk Island Pine provide a period garden at the rear.

External Integrity and condition

Generally original except for tiled roof addition at rear, new brick fence at adjoining side yard and an altered window.

Context

Similarly hipped roof and Italianate styled (but later) houses adjoin to the north (8, 10, 12, 14, 18, 20, 22, 26 Hanmer Street).

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

Thomas Aitken, Captain John Freyer

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to restore upper storey window, as others, replace brick fence with timber pickets and repaint trim as original or typical.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1858-59 (92), 1857 (208); Thomas Aitken buried at Williamstown, no Thomas Atkins

2 Williamstown Rate Books 1865-66 (380), 1890-91 (468)

3 *ibid.*; Williamstown Rate Books 1883-84 (453), 1876 (450), 1892-93 (452)

4 Williamstown Rate Books 1896 (433), Registrar General's Office, General Law Titles

5 Evans, Wilson P (1978) *Through the Rip* pp.88, 112, 149, 191; Elsum, W.H. (1934) *The History of Williamstown* pp.64-65, 72-73, 106

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Heritage Place Name	Terminus Hotel (Former)
Address	40 Hanmer Street, Williamstown
Heritage Overlay No.	HO146
Heritage Precinct(s)	Hanmer Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Edwardian Freestyle hotel

Significant Dates

1911-12

Designer

Smith +Ogg

Builder

Unknown



Statement of Significance

What is Significant?

The former Terminus Hotel, designed by Sydney Smith & Ogg and constructed in 1911-12, at 40 Hanmer Street, Williamstown.

How is it Significant?

The former Terminus Hotel is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as an illustration of the far reaching influence of the Licenses Reduction Board, which was established in 1906, that led to the construction of new hotels to meet improved standards and consequently an increased level of hotel ownership by major breweries. It also has associations with prominent hotel architects, Sydney Smith and Ogg (possibly with Robert Haddon as consultant designer) and the Carlton Brewery Company Ltd. The name of the Hotel reflects the influence of the Williamstown Railway upon the development of this area. (AHC criteria A4, D2 and H1)

Aesthetically it is significant as an essentially original and successfully designed example of a twentieth century hotel form with notable Art Nouveau detailing. An early example of a hotel design by Sydney Smith & Ogg, it illustrates the ideas that would be developed and applied in later designs by the firm such as the Victoria Inn and Prince Albert Hotel, both in Douglas Parade Williamstown. (AHC criteria E1 and F1)

Socially, it illustrates the important role of hotels as community meeting places during the nineteenth

and early twentieth centuries. (AHC criterion G1)

History

Thematic history

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that "probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown."

Specific history

The Carlton Brewery architects, Sydney Smith & Ogg designed this new brick and stucco hotel for its construction after 1911. It replaced a brick, stone and wood verandahed hotel from c.1858 owned by a Mrs. Jamieson and variously managed by Ellen Rushall, a Mrs. Izod, Helen McCuaig and one Ann Ring (1) that faced (and was named for) the Williamstown line passenger terminus opened in 1859. However, by early this century the Carlton Brewery Ltd. took over the old hotel for redevelopment, continuing the firm's expansion since becoming a public company in 1907.

William J Sexton was a licensee in the 1920s. Since being delicensed in 1971-72, the former hotel has been owned and occupied by persons such as JW. Loxton (2).

The hotel was built in the period following the establishment of the Licenses Reduction Board in 1906. Many hotels were closed or substantially altered or extended during this period so as to meet the requirements of the Board, and as many publicans were financially unable to improve their facilities this led to an increasing hotel ownership by major breweries.

Description

Although not on a corner site, this two-storeyed and parapeted brick and stucco hotel has the architects' usual corner-oriel device with a shallow cupola atop. Below a strong cornice line and an Elizabethan inspired parapet gable, grouped upper-storey rectangular lights are framed in cement by truncated pilasters which are bracketed from below by a string mould at sill level. Arched keystone windows are used at ground level beside traditional residential and corner bar entrances, the latter with a six-panel door pair. Ornament is sparsely applied in the form of French cartouches to each tower facet, a victory wreath is at the parapet and domestic Queen Anne type ridge decoration and roof forms behind.

The face brick work has been apparently painted and then sand blasted, removing the burnished pressed red brick face; lower level window openings have been reglazed (see side-facing windows for original character).

External integrity and condition

Integrity – Moderate. Condition - Good

Context

The former Terminus Hotel is a landmark building within the historic Hanmer Street precinct. Its former use is indicated by its design, and corner siting. Unfortunately, the visual connection to the Williamstown Railway Station has been diminished by later development.

Comparative Analysis

The Terminus is comparable with other Melbourne hotels designed by Sydney Smith & Ogg during this period including the Victoria Inn at 65 Douglas Parade, and the Prince Albert at 149 Douglas Parade. (Refer to individual citations)

The form also resembles Robert Haddon's published design for a 'small branch bank' in *Australian Architecture*; Haddon being a consultant designer to Smith & Ogg in this period.

It can also be compared with English Edwardian Free Style buildings such as Public Library, Gosport, Portsmouth (Alfred Cross, 1901-02) Library, Wolverhampton, Staffordshire (Henry Hare, 1900-02) and loosely with the baronial New Scotland Yard, Westminster (Norman Shaw, 1887-90).

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing & retailing

Associations

Sydney Smith & Ogg, Carlton Brewery Ltd

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to repair brickwork and mortar where it has been damaged by sandblasting, restore windows as evidence allows and to repaint trim as typical or original.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1896 (450), 1892-93 (470), 1886-87 (490), 1880 (467)

2 Melbourne Metropolitan Board of Works File No. 70497

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Heritage Place Name	House
Address	46 Hanmer Street, Williamstown
Heritage Overlay No.	HO147
Heritage Precinct(s)	Hanmer Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Early Victorian cottage

Significant Dates

c.1852-58

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed c.1852-58, at 46 Hanmer Street, Williamstown.

How is it Significant?

The house at 46 Hanmer Street is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of a small number of pre-1860 houses in Williamstown and the metropolitan area. It also has strong associations with early maritime and railway personalities, both evocative of the regional distinction achieved by Williamstown in this period. (AHC criteria A4 and H1)

Aesthetically, it is significant as a rare example of a very early timber house with distinctive early form and intact details. (AHC criteria B2, E1 and F1)

History

Cox sold his allotment to Abraham Skinner in December 1852 for £295, almost five times the purchase price of three months previously. What was described in 1858 as a four room wooden house on part of the crown allotment, was sold to an engineer, Thomas Haslam in 1860 (1). He resided there briefly 1862-63 then proceeded to lease out the house (2). His tenants included Andrew Fallow, an engineer; John Madison, a shipwright and Patrick Foy a labourer (3). For twenty years after 1875, George Bloomfield a labourer on the docks was the sole tenant, during which time there were two owners, William Haslam (1875-1884) of James Street and Frederick Upton (1885-1896) (4).

Thomas Haslam worked in the 'turnery' department of the old Williamstown railway workshops which were located at the end of Nelson Place until their replacement in 1888 by those at Newport. He may also have been a Williamstown councillor in 1868-69. Commander Henry Cox, the oceanographic surveyor who prepared the 1864 plan of Melbourne and Williamstown, may have been the grantee. Little is known of Skinner, the builder of the house (5).

Description

A double fronted, single storey, simply hipped roof and verandahed timber house. The verandah has a gently concave profiled iron roof, with characteristically slim verandah posts and segment arched timber valences. The windows have no architraves, just reveals and the wall boards are wide and probably of softwood. A dwarf picket fence is at the frontage (cut down).

A large weatherboard extension, unrelated in scale to the original cottage, has been added at the rear.

External Integrity and condition

Integrity - High. Generally original, a new sympathetically formed chimney and door have been added; the fence as above and the verandah hip capping is atypically of formed galvanized iron.

Condition - Good

Context

The dwelling, though of an earlier date than most of the surrounding development, contributes to the historic character of Hanmer Street.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

Abraham Skinner, Thomas Haslam

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- 1 Williamstown Rate Books 1858-59 (228); Registrar General's Office, General Law Titles
- 2 Williamstown Rate Books 1862-63 (240)
- 3 Williamstown Rate Books 1865-66 (402)
- 4 Williamstown Rate Books 1868 (402), 1874 (437), 1883-84 (478), 1896 (454)
- 5 Elsum, WH. (1934) *The History of Williamstown* p.52; Evans, Wilson P (1978). *Through the Rip* p.19

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Heritage Place Name	House
Address	28 Home Road, Newport
Heritage Overlay No.	HO148
Heritage Precinct(s)	Halls Farm Heritage Precinct

Significance

Local

Style & Type

Edwardian transitional villa

Significant Dates

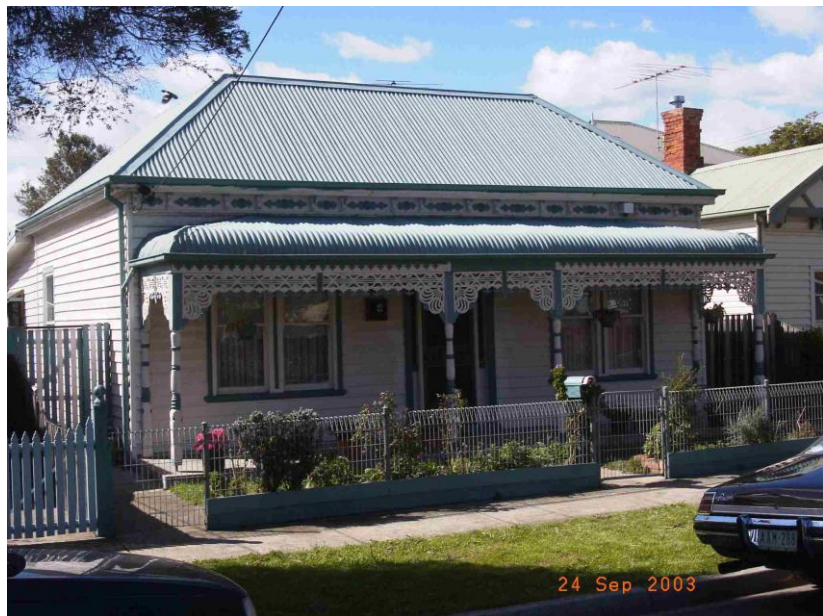
1912

Designer

Unknown

Builder

WH Treganowan?



Statement of Significance

What is Significant?

The house, constructed in 1912, at 28 Home Road, Newport.

How is it Significant?

The house at 28 Home Road, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of a number of places that demonstrate the resurgence in development of Newport in the Edwardian era and for its associations with its creator, Councillor and Williamstown Mayor, William Henry Treganowan (AHC criteria A4 and H1)

Aesthetically, it is significant as a highly ornamented and well-preserved example of an Edwardian villa, which illustrates the transition from the Victorian style and makes an important contribution to the historic character of Home Road and the surrounding residential precinct. (AHC criterion E1)

History

This house was built for or by William Henry Treganowan, builder, in 1912. About that time he and his wife Elizabeth lived in Johnston Street, Newport (ER 1903). He leased the house to James Allison, John Hamblin (machinist) and finally sold it to the engineer, Henry George Betts (RB). Betts was there until his death in 1953, aged 65 (DI). He was the son of Julia and Benjamin.

Treganowan was mayor of Williamstown Council in 1907-08, when he and his wife were feted in the *Weekly Times*¹, and a Williamstown councillor from the 1880s.² He had a role in supporting the drainage of South Newport, noting that diphtheria outbreaks such as the one which struck Newport State School in 1916 would not have occurred if the school had been sewered (Strahan 1998:260). He died at Heidelberg in 1941 aged 84, the son of William Henry and Nancy (nee Treloar).

Description

This is a weatherboard Edwardian-Victorian transitional villa. The main roof is hipped, with a bullnose profile verandah roof. It is typical in plan, and notable for its degree of ornamentation, which includes:

- The ornate cast-iron verandah frieze.
- Turned verandah posts, paired windows to the front elevation.
- The eaves entablature, which is decorated with brackets and ornamental panels.

The colour scheme though not original is sympathetic.

External Condition

Excellent

External Integrity

High

Context

Contributory part of Halls Farm Residential Precinct, which comprises mainly Edwardian-era and inter-war housing.

Comparative Analysis

This house stands out among other Edwardian-era weatherboard houses in the Spotswood and Newport area, with only a few examples in Williamstown being similarly ornamented.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

William Henry Treganowan, Henry George Betts

¹ *Weekly Times* 14 September 1907 p.26

² Elsum, W (1934) *The History of Williamstown* pp.73, 75

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
- Elsum, W (1934) *The History of Williamstown* pp.73, 75
- Strahan, L (1998) *At the Edge of the Centre. A History of Williamstown*. pp.260, 308 & 435
- Weekly Times* 14 September 1907 p.26

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Heritage Place Name	Home Road Kindergarten
Address	44 Home Road, Newport
Heritage Overlay No.	HO149
Heritage Precinct(s)	Halls Farm Heritage Precinct

Significance

Local

Style & Type

Postwar kindergarten

Significant Dates

1959

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Home Road Kindergarten, constructed in 1959, at 44 Home Road, Newport.

How is it Significant?

The Home Road Kindergarten is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as an example of the new public infrastructure being built after WW2 in the City to match the growth in population and the number of children. (AHC criterion A4)

Aesthetically, it is significant as a rare example of Modernist design in the municipality where the latest architectural styles were employed in the new public buildings as a reflection of reform. It is notable for the distinctive triangular plan which illustrates the contemporary influences of concepts (non rectangular plan forms) employed by Modernist designers like Grounds, Boyd and McIntyre. (AHC criteria E1 and F1)

Socially, it significant for its association with public life over a near 50 year period. (AHC criterion G1)

History

Historical background

*While the provision of local hospitals was an important method of protecting maternal and infant health ... in the early decades of the twentieth century there was a growing Victorian awareness that child mortality rates would be decreased through the provision of nursery schools and then infant welfare centres which could educate working class mothers about proper infant care.*¹

Victoria's first public pre-school education group, the Free Kindergarten Union, was established in 1908 when just four free kindergartens existed, the first free kindergarten having been opened in Carlton in 1901, with others to follow in the inner suburbs. After 60 years there were some 600 recognised kindergartens across the State. In 1910 the State government started funding the Union and its work, with Commonwealth funding in the late 1930s aiding in setting up model kindergartens in each State. In Victoria, this was the Lady Gowrie centre in North Carlton, designed by Martin & Tribe in a contemporary skillion roof form which differed markedly from the previous designs of baby health centres and kindergartens. This style of architecture for child health buildings was recognised and encouraged by the seminal publication, 'Victorian Modern', by Robin Boyd. From 1944 government money was provided on a per-capita basis to church or municipal bodies and capital grants for new construction began in 1948, increasing in 1950. (VYB 1973 p.479-80)

*Williamstown's first Infant Welfare Centre was opened by the Council, in conjunction with the Society for Health of Women and Babies in the 1920s. It was soon established that infant welfare centres were a municipal responsibility and they were placed so that they were easily accessible to mothers in all areas. The newly-established Altona Shire proudly proclaimed that it had four infant welfare centres in 1965, as well as five free kindergartens, newly-built by the Council.*²

Specific history

The Home Road kindergarten was first listed in the *Victorian Directory* in 1958 which presumably signals its construction date. Prior to that, from 1950 at the latest, this was a Williamstown Council reserve. Built for the Williamstown Council when the Town Clerk was JE Morley, the Engineer was Harold Rose and the health officer, Donald Coutts.³ It is now owned by the City of Hobsons Bay and still functions as a kindergarten.

This kindergarten was built on a site that was originally set aside some 70 years previously as a 'Reserve for Public Buildings Given by Proprietors' on the plan entitled 'Subdivision of Part of Crown Portion 13 Cut Paw Paw Known as Hall's Farm', set out by the prolific surveyors, Bruford & Braim, of Chancery Lane, Melbourne. The subdivision was lodged for approval in three parts by Spotswood Land and House Agent D McPherson, and stamped at the Office of Titles in May and December 1885.⁴

¹ Barnard (1999)

² Barnard (1999)

³ *Municipal Directory* 1958 p.498

⁴ Victorian Titles Office

Description

This timber flat roofed kindergarten has a distinctive triangular plan, and timber framed window walls. The triangular plan form parallels with contemporary Modernist house designs, based on simple geometric plans such as triangles, circles or a combination. These designs were carried out by noted architects of the era such as Roy Grounds and Peter McIntyre. The design also reflects the reforming influence of the earlier kindergartens created by Martin & Tribe.

External Condition

Good

External Integrity

High

Context

The Home Road Kindergarten is a contributory part of the Halls Farm Residential Precinct as a civic building of individual significance, the rest of the precinct being mainly Edwardian-era and inter-war housing.

Comparative Analysis

This building is distinguished as the best example of post-war modernist public building design in Hobsons Bay. A number of later architect designed child care and kindergarten centres were built around the Altona area, but adopting more conventional Modernist design. The innovative Martin & Tribe design of 1940 at the Lady Gowrie centre in Carlton North has been altered.

Thematic Context

Principal Australian Historical Theme(s)

Educating, Establishing child care

Associations

City of Williamstown, City of Hobsons Bay.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
MMBW Property Service File, City West Water PSP 283318
Victorian Titles Office (VTO) LPs 946, 773 and 783

Heritage Place Name	State Savings Bank House
Address	56 Home Road, Newport
Heritage Overlay No.	HO150
Heritage Precinct(s)	Halls Farm Heritage Precinct

Significance

Local

Style & Type

Interwar bungalow

Significant Dates

1923

Designer

GB Leith

Builder

Unknown



Statement of Significance

What is Significant?

The State Savings Bank (SSB) house, designed by GB Leith and constructed in 1923, at 56 Home Road, Newport.

How is it Significant?

The SSB house at 56 Home Road, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as a representative example of a SSB financed home, a program which pioneered today's bank loans for home ownership and contributed to the development of Newport in the Interwar era. (AHC criterion A4)

Aesthetically, it is significant as a well-preserved example of a Californian Bungalow, as exemplified by its overlapping gables, wire fabric fence and shingle gable cladding. (AHC criterion E1)

History

This weatherboard house of five rooms, built for John Stewart in 1923, was a State Savings Bank financed design and was one of a number constructed in the Newport area during the inter-war period. Stewart soon sold to a clerk, Charles McLean Stephens, who remained there into the 1940s, followed by Lil & Albert Tepper. Stewart died in 1950, aged 85. He was the son of Fergus and Janet.

State Savings Bank financed homes pioneered today's bank loans for home ownership and meant the proliferation of this type of house after the housing shortages caused by World War One.¹

Description

The design of this typical Californian Bungalow style weatherboard house was probably drawn from the State Savings Bank pattern books, which were prepared under the supervision of the bank's chief architect, GB Leith (of well-known architectural firm, Leith & Bartlett). The style's overlapping roof gables and shingling are seen in many examples throughout the suburbs, the Edwardian-era front door used in this example marking the often conservative choice of western suburban house builders.

Although not original, the woven wire front fence is a type that is typical of the era.

External Condition

Good

External Integrity

High

Context

This house is a contributory part of Halls Farm Residential Precinct being mainly Edwardian-era and inter-war housing.

Comparative Analysis

This is a superior example of a SSB house, which is set apart from the other examples in Hobsons Bay by its intact detailing. Comparative examples cited by this Study include 16 Latrobe Street, Newport.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John Stewart, Charles M Stephens, State Savings Bank of Victoria, GB Leith

¹ Butler, G (1992) p.40

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
- Butler, G (1992) *The Californian Bungalow in Australia*

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1-

Heritage Place Name	Houses - 'Emoh Ruo'
Address	1-3 Hope Street, Spotswood
Heritage Overlay No.	HO151
Heritage Precinct(s)	Spotswood Residential Heritage Precinct

Significance

Local

Style & Type

Victorian Italianate villa

Significant Dates

1891

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The houses, 'Emoh Ruo' constructed in 1891, at 1-3 Hope Street, Spotswood.

How is it Significant?

The houses, 'Emoh Ruo' at 1-3 Hope Street, Spotswood are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they are significant as some of the earliest surviving houses in Spotswood, which illustrate the first wave of speculative development inspired by the proximity of the railway station that did not spread beyond the immediate area. (AHC criterion A4)

Aesthetically, they are significant as locally rare examples of Victorian masonry row houses, which retain typical detail such as cast-iron, cement and brickwork ornamentation. They form part of a related group of similar houses that contribute to the historic character of the Spotswood residential precinct. (AHC criteria B2 and E1)

History

Hope Street was part of LP2966, being a subdivision of CA 16, CP 7, Parish of Cut Paw Paw, which was lodged by the ill-fated land boom solicitor firm Fink, Best & Phillips in 1890 and declared by Robert Poole.

These two 4 room brick houses were built in 1891 for or by one Martin whose tenure quickly passed to the Economic Building Society and then to the Modern Permanent Building Society. This was in the turbulent years of the early 1890s when the latter society failed. Prior to building the land was owned by Miller.

The first occupier of 1 Hope Street was John Thompson followed by John Salkeld, glass-blower (the Melbourne Glass Bottle works was nearby). One McKinnon was in 3 Hope Street but was soon replaced by Thomas O'Rourke, engine driver. Charles Joshua and Beatrice Williams (of 15 Hope Street) were long term owners of No. 1 and Ernest Hease (fitter and owner-occupier) and Charlotte Williams (5 Hope Street) of No. 3. Tenants varied from Cornelius O'Leary, labourer, to John Grieg engine driver. Fred (engine driver) and Lily Bishop owned and occupied No. 1 in the period 1920s-40s.

Description

These two brick detached 'row' houses were once identical, with their common parapeted form and convex verandah roof. However 3 now has an Edwardian-era verandah in the place of what exists at 1, being a Victorian-era timber and cast-iron verandah with paired posts. The guilloche pattern and arched parapet entablature are common to both as was the coloured brickwork of the front elevation (see 5-7). The existing timber fences are related to the construction date of the houses.

The brickwork to both houses has been painted, and the verandah detail to No. 1 is gone.

They are paired with the altered 5-7 Hope Street to provide a distinctive streetscape in this area, near the Spotswood Railway Station which no doubt inspired their construction. The four houses have a contribution to a small streetscape in this part of Hope Street which is enhanced by the notable railway station building nearby.

External Condition

Good

External Integrity

Moderate

Context:

Contributory part of Spotswood Residential Precinct, being close to the railway station and distinctively early elements in the surrounding residential area.

Comparative Analysis

Masonry Victorian era single-fronted row house types are uncommon in the municipality. Comparable examples include the more intact adjoining pair at 5 and 7 Hope Street, and the attached group at 10-16 Davies Street, Newport (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Martin Charles, Joshua and Beatrice Williams, Fred (engine driver) and Lily Bishop.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Williamstown Rate Books 1890-91 (2446), 1891-92 (2480), 1892-93 (2477), 1896 (2420)

Sands and Kenny *Melbourne Directory* 1880-1890

MMBW Record Plan No. 8 (c.1894)

Additional Images

The image on the cover shows 1 Hope Street, while the image below shows 3 Hope Street.



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Heritage Place Name	Afon Rhos Cottage and House
Address	5-7 Hope Street, Spotswood
Heritage Overlay No.	HO152
Heritage Precinct(s)	Spotswood Residential Heritage Precinct

Significance

Local

Style & Type

Victorian Italianate row houses

Significant Dates

1891

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

Afon Rhos cottage and the house, both constructed in 1891, at 5-7 Hope Street, Spotswood.

How is it Significant?

Afon Rhos cottage and the house at 5-7 Hope Street, Newport are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they are significant as some of the earliest surviving houses in Spotswood, which illustrate the first wave of speculative development inspired by the proximity of the railway station that did not spread beyond the immediate area. (AHC criterion A4)

Aesthetically, they are significant as locally rare examples of Victorian masonry row houses, which retain typical detail such as cast-iron, cement and brickwork ornamentation. They form part of a related group of similar houses that contribute to the historic character of the Spotswood residential precinct. (AHC criteria B2 and E1)

History

Hope Street was part of LP2966, being a subdivision of CA16, CP 7, parish of Cut Paw Paw it was lodged by the ill-fated land boom solicitor firm Fink, Best & Phillips in 1890 and declared by Robert Poole. These 4 room brick houses were built in 1891 for Robert Williams, an engine driver, and 5 was occupied by him for a time after Alex Scott, stationmaster, and Fred Thornton.

The *Victoria Government Gazette* 1914 listing of railways employees noted one Robert (James) Williams who was a Roadmaster with the Ways & Works Branch in Melbourne Road, Spotswood. He was born in 1856 and had joined the railways in 1877. The house was in Mrs Charlotte Williams name around World War One and in Beatrice Williams name (of 15 Hope Street) in the 1930s-50s, with the family also residing there after the war. Robert Williams then classed himself as a gentleman.

Beatrice and Robert Thomas Williams (Robert's son?) lost their 3 year old son Robert Newton Williams in 1923. Robert Thomas Williams died one year later, aged 29, possibly as an indication of some family tragedy. A tenant in the 1940s-50s was glass worker, Jack Picone, presumably working at the nearby ACI plant.

A Robert Williams was the member for Melbourne West province in 1922, as well as father of Judge Williams, and a leading member of the local Welsh Church.

Description

These two brick detached 'row' houses are identical, with their common parapeted form, convex verandah roof and Victorian-era timber and cast-iron verandah with paired posts. The guilloche pattern and arched parapet entablature are common to both as is the coloured brickwork of the front elevation. The existing timber fences are related to the construction date of the houses. They are paired with the altered 1-3 Hope Street to provide a distinctive streetscape in this area, near the Spotswood Railway Station which no doubt inspired their construction.

The four houses have a contribution to a small streetscape in this part of Hope Street which is enhanced by the notable railway station building nearby.

External Condition

Good

External Integrity

High

Context

Contributory part of Spotswood Residential Precinct, being close to the railway station and distinctively early elements in the surrounding residential area.

Comparative Analysis

Masonry Victorian era single-fronted row house types are uncommon in the municipality. Comparable examples include the less intact adjoining pair at 1 and 3 Hope Street, and the attached group at 10-16 Davies Street, Newport (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Robert Williams. Charles Joshua and Beatrice Williams

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Victoria Government Gazette 4 August 1914

Additional Images

The image on the cover shows 'Afon Rhos Cottage' at 5 Hope Street, while the image below shows 7 Hope Street.



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Heritage Place Name	Hugh Lennon Agricultural Implements Works (Former)
Address	Hudsons Road, Hall Street and 35 Raleigh Street Spotswood
Heritage Place No.	HO153
Heritage Precinct(s)	Spotswood Industrial Heritage Precinct

Significance

Local

Style & Type

Interwar Industrial

Significant Dates

c.1930

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Hugh Lennon Agricultural Implement works (former), constructed c.1930, located on the site fronting Hudsons Road, 35 Raleigh Street and Hall Street, Spotswood.

How is it Significant?

The Hugh Lennon Agricultural Implement works (former) is of local historic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its associations with the locally important manufacturing firms of Hugh Lennon and International Harvester as the only remaining structure of the once vast complex established here in the first half of the twentieth century. It is one of a number of major complexes within the Spotswood area that demonstrate the significant industrial development that occurred up until World War 2. However, the ability to interpret this history is qualified by the reduced integrity of the complex. (AHC criteria A4, B2 and H1)

History

The western region had a special role in manufacturing for rural purposes being on the fringe of farming land on the western plains and more easily accessible from large wheat farm holdings which needed mechanical aids in farming development.

Living Museum of the West Industrial Heritage Study stated that Hugh Lennon (1833-1886) moved to this site in 1900 and before that date it was the Newport Iron Works which had been established there by Mephan Ferguson (1843-1919) in c1887 (Vines, 1989). Ferguson moved to Footscray, allowing Lennon to take over.

However, Hugh Lennon's Agricultural Implement Works were shown on the MMBW Record Plan of 1894 (before the date stated above) as a large complex of timber framed buildings erected along Hall Street north of Hudsons Road and just north of Spotswood Railway Station. A spur line from the station curved over into Lennon's works and continued on in another curve to the sewerage pumping station.

Lennon's works were then just south of the now demolished Robinson & Company Agricultural Implement Works, which faced Hall Street. The only structure which resembles this plan surviving today is a saw-toothed roof block set south of the spur line on the eastern edge of the site. However if this building contains the 1890s sections, it has been greatly increased in area - this appears unlikely. An aerial view from 1982 also indicates that all of the 1894 Lennon complex had been demolished by that date.

Elsum (1934) shows a photograph of the works titled 'International Harvester Company's Depot at Spotswood'. They are depicted in a 6 bay battered sawtooth roof form, clad with corrugated iron. An internal photograph shows a timber framed structure and a well-lit open space below 'Assembling Plant Operated by International Harvester Company of Australia P/L at Hudson Street, Spotswood'. The existing sawtooth factory section of the complex is shown in a Pratt aerial view c1933 and in the 1945 aerial. Elsum also refers to Hugh Lennon as 'now the Lennon Plough & Machinery Company'.

Lennon's firm was still listed at the Hall Street address in the 1970s (D1952, 1973). In 1988, the *Western Region Industrial Heritage Study* stated that:

Hugh Lennon's Implement Works was typical of the larger agricultural implement makers in Victoria. The western suburbs of Melbourne had, by the turn of the century, become the centre of agricultural implement manufacturers in Australia.

Along with HV McKay, T Robinson, Gibbons and other local makers, they contributed to the prosperity and efficiency of the highly mechanised Australian agricultural industry. While little of the early complex remains, at least one 19th century building survives (since demolished) and detailed study of the site may reveal further early features. The Railway siding which gave the works its connection to markets is still connected.

The T Robinson and HV McKay factories have been demolished and the future of the Mephan Ferguson Footscray factory is uncertain.

Description

This is a six-bay sawtooth roof, corrugated iron clad factory building with a gabled corrugated iron clad wing to the south with timber doors. It occupies the eastern part of the Hugh Lennon works site but apparently post dates the original 1890s complex. It is likely that this building was erected for the firm in the inter-war period. It is unknown if any early (pre-World War 2) plant or equipment survives internally.

External Condition and Integrity

Condition: Fair. *Integrity:* Moderate to Low

Context

A contributory part of the Spotswood Industrial Precinct.

Comparative Analysis

This is now perhaps the only remnant of this specific industrial complex type in the western region as comparable agricultural implement works such Robinson & Co. (210 Hall Street, Spotswood – q.v.), and the HV McKay Sunshine Harvester works at Sunshine have now been demolished.

Thematic Context

Principal Australian Historical Theme(s)

Manufacturing and Processing

Associations

Hugh Lennon, International Harvester Company

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Vines, Gary and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (Site 0010)
- MMBW Record Plan of 1894
- Elsum, W (1934) *The History of Williamstown* f.124, 57
- Qasco Land Victoria aerial photograph 1993
- Land Victoria aerial photograph 1982 'Melbourne' 7822-2/81
- Municipal Rate Books (RB)
- Sands & McDougall *Victorian directories* (D)

Heritage Place Name	Spottiswoode Hotel
Address	62 Hudsons Road, Spotswood
Heritage Overlay No.	HO154
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Victorian Italian
Renaissance Revival hotel

Significant Dates

1888

Designer

Frederick Woolf

Builder

Unknown



Statement of Significance

What is Significant?

The Spottiswoode Hotel, designed by Frederick Woolf and constructed in 1888, at 62 Hudsons Road, Spotswood.

How is it Significant?

The Spottiswoode Hotel is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the oldest hotel in Spotswood, which demonstrates the first phase of development associated with the establishment of the first major industries during the late nineteenth century. It is also significant for its association with Spottiswoode (or Spotswood) family whose name is well known within the region and remembered in the name of this suburb. (AHC criteria A4 and H1)

Socially, it is significant as a landmark quasi-public building in the area, which remained without a domestic context for many years, serving instead local factory complexes and is well known within the community. (AHC criterion G1)

Aesthetically, it is significant as a well preserved if austere example of the Italian Renaissance Revival style, often associated with hotels built near railway stations. (AHC criterion E1)

History

Historical background

Early farmers in the area included William Hall who established Mount Pleasant farm on 100 acres at what is now Newport sometime in the 1840s. J.S. Spotswood also purchased 119 acres in the area that was later named after him and began a dairy farm.

Specific history

The Spottiswoode Hotel was built for George Spottiswoode (also known as Spotswood) in 1888, with 38 rooms and of brick. George leased the hotel to George Chard in the 1890s but with the expansion of the Castlemaine Brewery Ltd in the early 1900s, this hotel was acquired and Henry Salmon took over as licensee.

Salmon remained there for a long period and eventually purchased the freehold, with Henry Luckie and Clifford Dore among his licensees. Harry Fowler the company owner of the Junction Hotel was the licensee in c1940.

George Spottiswoode was born 1841 the son of John Stewart Spottiswoode in 1840 and is thought to have been one of the earliest born natives of Williamstown. Official records have John and Ann (nee Normandale) as wed in 1841. John Spotswood died in 1851 aged 42, a declared member of the parish of St. James Church of England (VPI). His widow married Thomas Hand a year later, at St. James.

Ann was later known locally as 'Granny Spottiswoode' and died in 1891, aged 83, from an accident. Then she was recorded as the oldest female Colonist, having first landed in Australia on the ship *John Barry* in 1827 as a 'lady's help'. She went with her master and mistress to Van Diemens land and there met her future husband who was a retired officer of the British Army. They came to Victoria in 1839, initially lodging at the Ship Inn at Williamstown. It was at the then primitive Spottiswoode residence that a Mrs Carey is said to have given birth to the first white child born in Williamstown 1840 (before John and Ann were wed?) - this child became Mrs Robert Lamont. Elsum also writes that Mrs Spottiswoode was the mother of Lady Seddon, wife of Sir Richard Seddon, one time premier of New Zealand. This appears to be an error as it was Louisa Jane Spotswood who married Richard John Seddon in 1869. The suburb of Seddon was named after the family.¹

George married Sarah Ann Clark in 1863 and the two had produced a daughter, Elizabeth, by 1864, and Amelia by 1872 {VPI}. Two years later Sarah gave birth to George junior who died at birth. Emily was another addition to the family in 1876. What must have been mistakenly recorded as the progeny of George Spotswood and a Mary Kilchrist was a daughter Margaret born at Williamstown in 1877 subsequent records indicate that the father was John, George's brother. Meanwhile another George junior George was born to Sarah and George in 1879.

¹ Elsum (1934) pp.17 and 144

Description

This is a cemented two storey Italian Renaissance Revival hotel design sited on a corner close to the Spotswood Railway Station and the site of early industrial complexes like Robinson's and the bottle works. It compares with the similar designs in the east, west and northern inner suburbs by the architect, William Woolf, but is more austere. Only the openings and parapet are ornamented, leaving the balance of the façade without trabeation or further embellishment - contrasting with the ornate designs by Woolf.

External Condition

Good

External Integrity

High

Context

Contributory part of the historic Spotswood precinct, being close to the railway station and a distinctively early element in the surrounding residential area.

Comparative Analysis

This hotel is a landmark in this part of the City being earlier than most buildings around it and is paralleled only by the Newport Hotel and Williamstown examples, such as the more ornate Yacht Club and Royal Hotels. It also compares with other designs by William Woolf such as the Union Hotel in Union Road, Moonee Ponds.

Thematic Context

Principal Australian Historical Theme(s)

Lodging people

Associations

George Spottiswoode, Castlemaine Brewery Ltd

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Williamstown Rate Books 1890-91 (2446), 1891-92 (2480), 1892-93 (2477), 1896 (2420)
Sands and Kenny *Melbourne Directory* 1880-1890
MMBW Record Plan No. 8 (c.1894)

Heritage Place Name	Spotswood State Savings Bank (Former)
Address	96 Hudsons Road, Spotswood
Heritage Overlay No.	HO155
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Interwar Greek Revival
bank

Significant Dates

1928-29

Designer

Smith & Ogg?

Builder

Unknown



Statement of Significance

What is Significant?

The Spotswood State Savings Bank (former), possibly designed by Smith & Ogg and constructed in 1928-29, at 96-98 Hudson Road, Spotswood.

How is it Significant?

The Spotswood State Savings Bank (former) is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as an illustration of the significant development of the Spotswood area during the Interwar period. (AHC criterion A4)

Socially, it is significant for its strong associations with the Spotswood community over a long period as the major bank in this local centre. (AHC criterion G1)

Aesthetically, it is significant as a superior example of an Interwar twentieth century bank in the Greek Revival manner. Sited prominently at a corner, it is a local landmark. (AHC criterion E1)

History

Historical background

Early farmers in the area included William Hall who established Mount Pleasant farm on 100 acres at what is now Newport sometime in the 1840s. J.S. Spotswood also purchased 119 acres to begin a dairy farm in the area that was later named after him...Spotswood Station opened as Edom in 1878, became Spottiswoode in 1881 and Spotswood in 1905.¹

Specific history

This State Savings Bank of Victoria was erected in 1928-29 under the management of Stanley D Harkness, at the height of the international financial crisis. It had 8 rooms and originally housed 5 persons. John M Dougall, Arthur Kemp and Eric Fraser were later managers there. It assumed the status of a public building as the sole long term permanent bank branch in the Spotswood area.

State Bank branches built at the same time included those at Alphington, Croydon, Malvern East, Camberwell and Blackburn. They were designed by a group of designers including Smith & Ogg, Godfrey & Spowers, Stephenson & Meldrum and WH Tunbridge.

Description

This two storey cemented and red brick bank and residence is a landmark in the area, prominently displayed on a corner site. The façade is designed in the Greek Revival manner popular in the 1920s, with a stepped parapet, and has a deep upper level balcony facing the street to serve the residence. It has been altered at ground level.

External Condition

Good

External Integrity

Moderate

Context

A landmark building within the Spotswood commercial centre, which comprises a mixture of inter-war and post-war development.

Comparative Analysis

Although relatively austere, this is one of only two early twentieth century State Savings Banks in the City. The other is the more altered former State Savings Bank (1912) at Melbourne Road Newport, which is described in the Melbourne Road Commercial Heritage Precinct citation in this Study.

Thematic Context

Principal Australian Historical Theme(s)

Financing Australia

Associations

State Savings Bank, Stanley D Harkness, Smith & Ogg?

Recommendations

Statutory protection

¹ Barnard (1999)

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
 Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
 Trethowan, Bruce (1976) *Banks of Victoria*

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Heritage Place Name	House
Address	11 James Street, Williamstown
Heritage Overlay No.	HO156
Heritage Precinct(s)	James Street Heritage Precinct Private Survey Heritage Precinct

Significance

Local

Style & Type

Early Victorian basalt cottage

Significant Dates

1858-59

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed in 1858-59, at 11 James Street, Williamstown.

How is it Significant?

The house at 11 James Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is linked with the pilot, O'Neil, hence the house takes on indirect associations with Williamstown's prominence as Victoria's main port in this period. (AHC criteria A4 and G1)

Aesthetically, it is typical of early Victorian period houses in Williamstown with the characteristic early form and use of the local wall material but further distinguished by its fine verandah detailing and is a key element in a generally early residential streetscape. (AHC criteria E1 and F1)

History

William Henry O'Neil (or Neil), the pilot, had this initially four room stone house built for rental in 1858- 59(1). His tenants included Edwin Taylor, Francis Hare, and William E. Morris. During 1861-62, the auctioneer and hotelier, James Moxham, became a tenant for a three year period, followed by the doctor, G.V. Smith (2). O'Neil was dead by the 1880s but the house continued to be leased as a laundry, by Mrs. L Wilson in the 1890s (3). James Wilson occupied it early this century and the Nystroms, Helen and Elizabeth more recently (4). The Nystrom family was linked with the early Salvation Army work in Williamstown, as was the Spotswood family who owned the adjoining house late last century (5).

Description

The random basalt masonry, a simple hipped and slated roof and the double- fronted symmetry of this house are relatively common in Williamstown, however, the concave-roofed verandah, its fine timber arches and panelled supports are uncommon on a state-wide basis. Six pane window sashes, ogee spouting and a four panel door are less spectacular but contemporary aspects of the house.

The verandah tracery frieze has been removed and a new picket fence has replaced an earlier square top picket fence identified by the 1986 Study, which may have been a modified version of the original.

External Integrity and condition

Integrity – Moderate. *Condition* - Good

Context

One of two early basalt houses in this street and contributes to the historic nineteenth century character of James Street.

Comparative Analysis

This is one of seven pre-1860 dwellings in the Private Survey precinct, and one of four constructed from basalt (The other basalt dwellings are 24 Clarke Street, 22 James Street and 24 The Strand, which all date from 1858-59). The basalt house at the rear of 32 Queen Street was completed by 1865, as was the basalt house at 4 Ferguson Street, while 'Alroy' at 13 Stevedore Street was constructed in 1863. While other examples such as 24 Clark Street and the rear of 32 Queen Street feature coursed stone to the façade, this example is notable for the fine detailing of the stone masonry.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

William Henry O'Neil, James Moxham

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to remove paint from the stone in an approved manner and to repaint trim and re-fence as typical or original.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1858 (626), 1859 (637)

2 Williamstown Rate Books 1861 (968), 1866 (1286)

3 Williamstown Rate Books 1883 (1968), 1892 (2415), 1898 (2260)

4 Sands and Kenny (later McDougall) *Melbourne Directory* 1905, 1928 & 1962

5 Elsum, WH. (1934) *The History of Williamstown* p.99

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Heritage Place Name	House
Address	22 James Street, Williamstown
Heritage Overlay No.	HO157
Heritage Precinct(s)	James Street Heritage Precinct Private Survey Heritage Precinct

Significance

Local

Style & Type

Early Victorian basalt cottage

Significant Dates

1859

Designer

See Builder

Builder

George Hunt



Statement of Significance

What is Significant?

The house, constructed by George Hunt in 1859, at 22 James Street, Williamstown.

How is it Significant?

The house at 22 James Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of a small number of pre-1860 dwellings in Williamstown, which demonstrate the early development of the city. As the basalt home of a stonecutter, it is also significant for its strong associations with the early stone and quarrying industry, which thrived in Williamstown during the nineteenth century. (AHC criteria A4, B2 and H1)

Aesthetically, it is significant as a superior example of an early simple symmetrical Victorian villa, which is notable for its dressed basalt masonry construction that demonstrates the skill of its original owner and presumed builder. It is an important element in the historic streetscape of James Street. (AHC criteria E1 and F1)

History

It is very likely that George Hunt, who was a stone cutter, built this house, then of four rooms, as an investment in 1859.¹ For the first few years it was leased to a customs official, Hugh McKenzie, (1859-1860), then a Mr. CJ Trotter (1861-62).² Between 1862 and 1871 the house appears to have been vacant after which time it was leased by a sailor, George McAllister, by then it had five rooms.

In 1875 George Hunt sold the house to a boot maker, Thomas Linton, who also owned the shops at 46-48 Stevedore Street and the Napier Hotel at this time (q.v.).³ Between 1875 and 1896 his tenants included Joseph Pendergast, a clerk; David Meldrum, a printer and Thomas Evans, a carpenter.⁴

Basalt, also known as bluestone, was quarried in Williamstown from soon after settlement to provide ballast for empty ships returning to England and other ports and there were many quarries throughout the area to the north of Ferguson Street including one in Stevedore Street near the site of the present town hall, which supplied ballast that was loaded from the Stevedore Street pier. Bluestone also provided a ready supply of building material for houses, as well as civic and commercial buildings.

Description

This is a double-fronted symmetrical Victorian villa with a simple hip roof, which is distinguished by the use of stone masonry rather than rubble and dressed architraves around openings, hence expressing the trade of its original owner. There are two stone chimneys in the side walls and a third at the rear.

Encaustic tiles (A later addition?) are used on the verandah and the verandah itself appears to have been reconstructed (evidence for reconstruction not sighted), albeit in a typical form for the house's period. The front picket fence is not original, but is related to the period of the house. Other external changes are minor and include the painting of the stone on the chimney and side walls.

External Integrity and condition

Integrity – High. *Condition* – Good.

Context

One of two early basalt cottages in this street and contributes to the historic nineteenth century character of James Street.

Comparative Analysis

This is one of seven pre-1860 dwellings in the Private Survey precinct, and one of four constructed from basalt (The other basalt dwellings are 24 Clarke Street, 11 James Street and 24 The Strand, which all date from 1858-59). The basalt house at the rear of 32 Queen Street was completed by 1865, as was the basalt house at 4 Ferguson Street, while 'Alroy' at 13 Stevedore Street was constructed in 1863. While other examples such as 24 Clark Street and the rear of 32 Queen Street feature coursed stone to the façade, this example is notable for the fine detailing of the stone masonry.

¹ Williamstown Rate Books 1859-60 (625)

² Williamstown Rate Books 1861-62 (956), 1871 (1412)

³ Williamstown Rate Books 1876 (1560)

⁴ Williamstown Rate Books 1880 (1887), 1883-84 (1955), 1890 (2213) and 1896 (2346)

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

George Hunt, Thomas Linton.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Recommended

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Williamstown Rate Books (As cited)

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Heritage Place Name	House
Address	3 John Street, Williamstown
Heritage Overlay No.	HO158
Heritage Precinct(s)	Dover Road and John Street Heritage Precinct Private Survey Heritage Precinct

Significance

Local

Style & Type

Intewar moderne house

Significant Dates

c.1925

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed c.1925, at 3 John Street, Williamstown.

How is it Significant?

The house at 3 John Street, Williamstown is of local aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Aesthetically, it is a locally rare example of an Interwar house in the Moderne style. (AHC criteria B2 and F1)

History

The exact date of the house at 3 John Street, Williamstown is not known although the interwar style suggests that it dates from the interwar period around c.1925. However, it is possible that it contains an earlier dwelling that was altered and extended.

Description

The house at 3 John Street, Williamstown is a double-storey, detached, rendered masonry interwar

residence with a terracotta tiled mansard roof. Its street elevation has a bow window in a Moderne style. The house is partially obscured from the street by a mature garden, which separates it from the street boundary. Other significant or original elements include:

- Steel framed windows
- Glazed tile window sills
- Crazy paving low front fence
- Mature front garden
- Curved hood
- Rendered stepped chimney with glazed brick capping
- Mansard roof

External Integrity

Integrity - High. *Condition* - Fair.

Context

An isolated example of an interwar dwelling amongst earlier residential development, predominantly from the Victorian period.

Comparative Analysis

Interwar buildings in the Moderne style are rare in Hobsons Bay as a whole. Comparative residential examples include 88 North Road, Newport and 176 Civic Parade, Altona.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Unknown

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No


Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Williamstown Rate Books 1920-1940

Heritage Place Name	Shop (Former) and Residence	
Address	55 John Street, Williamstown	
Heritage Overlay No.	HO159	
Heritage Precinct(s)	Private Survey Heritage Precinct	
Significance		
Local		
Style & Type		
Victorian shop		
Significant Dates		
1871		
Designer		
Unknown		
Builder	Unknown	
Unknown		
Statement of Significance		
What is Significant?		
The former shop and residence, constructed c.1871 with later additions, at 55 John Street, Williamstown.		
How is it Significant?		
The former shop and residence at 55 John Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.		
Why is it Significant?		
Historically, it is significant as an increasingly rare example of a weatherboard corner shop, which illustrates how self-contained communities developed in the era prior to motorized transport. The location of the shop opposite an early church provided an important local community focal point in the nineteenth century. (AHC criteria A4 and D2)		
Aesthetically, it is a rare example of an early single storey corner timber shop, which retains unusual detail such as the small windows. It contributes to the historic character of John Street. (AHC criteria B2 and E1)		
History		
Williamstown Rate Books show that the first building on this site, described as three rooms and constructed of wood, is rated in 1871.		
Description		

A registration assessment report prepared for Heritage Victoria describes the former shop and residence at 55 John Street as follows:

Built on bluestone foundations, 55 John Street is a single storey weatherboard structure comprising 5 rooms constructed on the northern and western boundary of the site. Two half width double paneled doors are located on the splayed entrance opening directly onto the street corner and appear original. There is a 'M' shaped hipped roof with central valleys. Cropped verandahs are located above the western windows, the northern windows and the corner doorway, although there is evidence that there was once a more substantial verandah extending across the northern and western elevations. A skillion roofed structure is located on the eastern side of the building. Unusual for an early to mid Victorian shop the windows are the typical double hung sash types with the 2:1 proportions and not the large single or multi-paned openings of other commercial premises.

The c.1905 MMBW Detail Plan No. 57 indicates that the building once had verandahs to both elevations.

External Integrity and condition

Integrity - High. Condition - Fair.

Context

An isolated example of an interwar dwelling amongst earlier residential development, predominantly from the Victorian period.

Comparative Analysis

Surviving early timber shop and residence buildings are rare in Williamstown. Comparative examples include 121-123 Douglas Parade, and 28 and 30-32 Parker Street.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Unknown

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Heritage Victoria File No.

Williamstown Rate Books 1870-71

MMBW c.1905 Detail Plan No. 57

Heritage Place Name	Primitive Methodist Church (Former)
Address	59-61 John Street, Williamstown
Heritage Overlay No.	HO160
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Victorian church

Significant Dates

1886

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The former Primitive Methodist Church, originally constructed in 1886 with alterations and additions c.1905, at 59-61 John Street, Williamstown.

How is it Significant?

The former Primitive Methodist Church at 59-61 John Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the only Primitive Methodist church within the city and illustrates the important role of the Methodist faith in the early development of Williamstown. (AHC criteria A4 and D2)

Aesthetically, it is significant as the most intact example of the small number of simple weatherboard Victorian Carpenter Gothic churches to survive in Williamstown. (AHC criteria B2 and E1)

History

Background history

Earliest members of the Methodist sect arrived in Port Phillip in 1840. The first Minister, Rev. John Hide who arrived in January 1850, conducted the first service held March 1850 in a small church in La Trobe Street, Melbourne. A Church in Heidelberg was built in 1854 and headquarters at a new Church was built in 1864 in Lygon Street, Carlton.

Williamstown reputedly received the first protestant services outside of Melbourne town, in c.1838 (A Ackerly: cites Curtain, *History of Williamstown* [1889]). Reputedly, Charles Stone's day school was used then as a chapel until a timber chapel and school house were provided on a reserve in Ann Street in 1841, when regular services began (Ada Ackerly queries Stone's presence in the town pre 1841, and cites tenders called by Stone in 1841). Stone, an ardent Wesleyan, was a builder by trade and had come to Williamstown from Tasmania.

In 1902, various sects of the Methodist and Wesleyan churches formed a union. At that time, the Primitive Methodists comprised 4,180 members across Victoria with 125 Chapels.¹

Specific history

It is believed that the Primitive Methodist Church was constructed in 1885-86. A tender notice appeared in the 1 July 1885 edition of the *Argus* newspaper, which advised that:

Tenders invited for erection of wood church at Williamstown. Plans at Rev. George Grey's corner Lygon and Queensberry Streets, Carlton.

The Rev. George Grey was a Methodist minister and the address given was the location of the headquarters in Melbourne at that time. This date is also confirmed by a 1939 article about the jubilee of the Methodist church in Williamstown, which mentions that services commenced in 1886.²

However, this may not have been the first church on this site. It appears that there was an earlier church, which was originally used by the Wesleyan Methodists and then abandoned for some years before it was acquired by the Primitive Methodists in 1874. Evans (1969) describes how:

*Wallace, the Blind Evangelist, read the Scripture in Braille and preached at John Street Methodist Church which was twice abandoned prior to being firmly established in 1874. Wallace accompanied Rev. W Taylor on his tour through India.*³

Elsum also notes that the church was re-built and renovated after the union of the Wesleyan and Methodist churches in 1902.

¹ Bick and Priestly *Victorian Church Survey. Uniting Church* p.55

² *Williamstown Advertiser* 13 April 1939

³ Evans *Port of Many Prows* p.172

Description

The former Primitive Methodist Church of Williamstown is a weatherboard and block-fronted Carpenter Gothic church with a steeply pitched gabled corrugated galvanised steel roof. It has a corner siting (Rennie Street) and is L-shaped in plan. Other significant or original elements include:

- Block-fronted façade to John Street
- Corner tower with a corrugated galvanised steel clad spire (probably a later addition)
- Pointed arched windows with green glass and lead lighting
- Quarry faced bluestone plinth

The church was possibly constructed in stages and there was once a manse on the site immediately to the west. There is a mature Canary Island palm to one side that probably dates from the interwar period.

External Integrity and condition

Integrity - Low. Condition - Fair.

Context

The former Primitive Methodist Church is surrounded by predominantly Victorian era housing. There is an early single storey Victorian shop on the opposite corner.

Comparative Analysis

This is the only early Primitive Methodist Church to survive in the city, and is perhaps the earliest of just two early timber churches surviving in Williamstown. The other is the former Church of Christ at 119 Douglas Parade (corner of John Street), which dates from c.1890 or later.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs, Developing Cultural Institutions and Ways of Life

Associations

Primitive Methodist Church

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to relocate the visually obtrusive air conditioning units currently situated above the entrance porch to a less prominent location.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Bick, D and Priestly, S (1988-89) *Victorian Church Survey. Uniting Church*

Evans, Wilson P (1969) *Port of Many Prows*

Williamstown Rate Books 1890-1910

MMBW c.1905 Detail Plan No. 57

Heritage Place Name	House
Address	8 Junction Street, Newport
Heritage Overlay No.	HO161
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Interwar Californian
Bungalow

Significant Dates

1923

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed in 1923, at 8 Junction Street, Newport.

How is it Significant?

The house at 8 Junction Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as a contributory place from a major growth period in this part of the municipality in the post World War One era (AHC criterion A4)

Aesthetically, it is significant as a superior example of the Californian Bungalow style, which is notable for the distinctive window bays and coloured glasswork. (AHC criterion E1)

History

EP Pridmore purchased lot 88 in this estate around 1922 and built this house for his own use, albeit briefly. By 1930 it was owned by the William H Kennedy Trust and occupied by Rose Kennedy. George T Smith was the tenant there in the mid 1930s while John Temby, a fitter, was the owner-occupier in 1940. Frances E Dunne had replaced him by 1945.

Pridmore died at Footscray in 1956 aged 72, he was the son of Edwin & Margaret.

Description

This is a Californian Bungalow style weatherboard house with fine coloured glasswork and bayed windows. It has the overlapping gables and recessed porch of the style, with half-timbered gabled ends, Marseilles pattern terra-cotta tiling and decorative terra-cotta finials. It is part of a group of similarly aged houses. There is a Victorian-era reproduction picket fence in front of the building.

External Condition

Good

External Integrity

High

Context

Contributory part of the Newport Residential Precinct, which comprises mainly Edwardian-era and inter-war detached housing.

Comparative Analysis

A good example of a common style which is well represented in this precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

EP Pridmore, William H Kennedy, Frances E Dunne

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

What is Significant?

The house, constructed in 1923, at 8 Junction Street, Newport.

How is it Significant?

The house at 8 Junction Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as a contributory place from a major growth period in this part of the municipality in the post World War One era (AHC criterion A4)

Aesthetically, it is significant as a superior example of the Californian Bungalow style, which is notable for the distinctive window bays and coloured glasswork. (AHC criterion E1)

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Heritage Place Name	Britannia Hotel
Address	14 Kanowna Street, Williamstown
Heritage Overlay No.	HO162
Heritage Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Federation Free Classical hotel	
Significant Dates	
1867, c.1910	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The Britannia Hotel, constructed c.1910, at 14 Kanowna Street, Williamstown.
How is it Significant?	The Britannia Hotel is of local historic, social and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it is significant as one of a number of surviving corner hotels situated in proximity to the port of Williamstown and illustrates the improvements that were made in response to the License Reduction Board in 1907. (AHC criteria A4 and D2)</p> <p>Aesthetically, it is significant as a representative and externally intact example of a Federation hotel that contributes to the historic character of the Government Survey precinct as one of a number of corner hotels within this area. (AHC criterion E1)</p>

History

A hotel has existed on this site since 1867 when the Sir Charles Darling hotel was established. Its name was changed to the Cerberus in 1871 (Presumably in honour of the HMS Cerberus, built in 1871 especially for Victoria by the Imperial government partly as a gift – Strahan 1994:235), and to the Britannia in 1880. The present building is believed to date from c.1910, although it may contain parts of the earlier structures.

The present hotel building was constructed in the period following the establishment of the Licenses Reduction Board in 1906. Many hotels were closed or substantially altered or extended during this period so as to meet the requirements of the Board, and as many publicans were financially unable to improve their facilities this led to an increasing hotel ownership by major breweries.

Description

The former Britannia Hotel is a two-storey, rendered brick building in the Free Classical style with a distinctive splayed corner at the intersection of Aitken and Kanowna Streets. Its roof is concealed behind a parapet. Other significant or original elements include:

- Rusticated piers at ground floor level
- Bracketed cornice at first floor level
- Double-hung sash windows with multi-pane upper sashes
- Elliptical arched windows at ground floor (boarded over), leadlight possibly intact
- Projecting concrete hoods over entrance doors
- Brick voussoirs over windows (painted)
- 1950-60s advertising signage for liquor still extant

External Integrity and condition

Integrity – High. *Condition* - Good.

Context

An isolated building surrounded by unrelated industrial development. One of a number of early corner hotels in this area.

Thematic Context

Principal Australian Historical Theme(s)

Lodging People.

Associations

Unknown

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
Strahan, L (1994) *At the Edge of the Centre. A History of Williamstown*. p.235
Williamstown City Library (1987) *Williamstown History Kit*
Williamstown Rate Books 1890-1910

MMBW c.1905 Detail Plan No. 47

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Heritage Place Name	'Omega'
Address	48 Kanowna Street, Williamstown
Heritage Overlay No.	HO163
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

1864

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

'Omega', constructed in 1864 for Robert Keig, at 48 Kanowna Street, Williamstown.

How is it Significant?

'Omega' at 48 Kanowna Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for the strong association of the first owner with maritime pursuits, which distinguished the early development of Williamstown. (AHC criteria A4, D2 and H1)

Aesthetically, it is significant as a near original and early example of an uncommon nineteenth century two-storey timber dwelling, which is notable for the rare timber decorative detailing. It makes an important contribution to a small mid nineteenth century residential group. (AHC criteria E1 and F1)

History

Robert Keig, a shipwright was the sole owner of this initially four roomed timber house, in what was then Morris Street, from its construction in 1864 to nearly the turn of the century. He lived there for the first ten years and then leased it to tenants with a wide variety of occupations such as Richard Davies, a coach builder, Charles Keig, a draper, William Biggs, a lumper and Charles Henderson, a labourer (1). Charles Keig operated a drapery firm (Charles T. Keig & Co) in Ferguson Street. By

1876 the house had five rooms.

Description

A two storey, gabled timber boarded house, with a single level timber verandah, which has been sited at the building line. A slatted verandah balustrade (which may be original) also provides the fence whilst fretted quatrefoil and rolling pin shapes decorate the verandah bressumer. Elegant timber brackets span from where capitals may have been on the slender posts. Architraves are generally used and a turned finial survives at the gable.

The verandah roof and roof form is new and a rear addition has been constructed.

External Integrity and condition

Integrity – Moderate. *Condition* – Good.

Context

Sited with other mid nineteenth century verandahed timber dwellings which achieve counterpoint for this house by their hipped roof form.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Robert Keig

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to conserve and record the verandah and repaint as original or typical.


References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1865-66 (834), 1876 (954), 1880 (758), 1890-91 (841), 1896 (808)

Heritage Place Name	Laverton State School No. 2857 (Former)
Address	43 Kiora Street, Altona Meadows
Heritage Overlay No.	HO164
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Victorian one room school	
Significant Dates	
1888	
Designer	
Public Works Department	
Builder	
Unknown	
Statement of Significance	
What is Significant?	
<p>The Laverton State School No 2857 (former), designed by the Public Works Department and constructed in 1888 with later alterations and additions, at 43 Kiora Street, Altona Meadows.</p>	
How is it Significant?	
<p>The Laverton State School No 2857 (former) is of local historic, social and aesthetic significance to the City of Hobsons Bay.</p>	
Why is it Significant?	
<p>Historically, it is significant as the oldest school building in the municipality and is one of the only surviving one-room schools in the metropolitan area. It demonstrates the somewhat premature speculative development of Laverton over 100 years ago, as well as the beginnings of Free Education in Victoria in the decade after the Education Act of 1876. (AHC criteria A4 and B2)</p>	
<p>Aesthetically, it is significant as a rare surviving example of a relatively intact nineteenth century one-room brick school, which illustrates the types of standard schools that were erected during the late nineteenth century. (AHC criteria B2 and D2)</p>	
<p>Socially, it is significant as the focus of the local community over a long period and the subject of recent extensive community action to seek its preservation. (AHC criterion G1)</p>	

History

Historical background

At Laverton, in 1886 developer and auctioneer C.R. Staples commissioned 'wellknown surveyors' Bruford and Brain to design a township and induced the Railways to build a station on the Geelong Railway line here. The planned township was between the railway line and the current line of the Princes Freeway, south of Laverton Station. Staples' marketing brochure assured would-be buyers that all the streets were sixty-six feet wide, that reserves for public buildings had been set aside, over 25 acres had been allowed for parks and recreation reserves and that it was planned to be a 'really model suburb'. Staples argued that, as the township was only ten minutes' travel from employment at the proposed railway workshops at Newport, it would surely increase in value. By 1901, Laverton had a population of only 125, which fell by 20 in the next ten years.

Specific history

In 1886 local people were writing to the Government seeking a school building. Fifteen school age children were to be provided for initially, on a half time basis, and land was available free of charge from Staples & Wise (CA 3, 3A/3). The surrounding population was considered a 'permanent' one. No building resulted such that the new Wesleyan Church was offered for rent as a school in 1887. The church was a simple Gothic revival structure 25 feet by 18 feet and it was taken on a temporary basis given that the local Board of Advice considered it an unsuitable size for school use.

The present school, measuring a more substantial 36 feet by 20 feet. was completed in September 1888 at a cost of £700. (VPRO) Early teachers included Elizabeth Strahan, and Ada Waldron. A temporary teacher, Isabel Bannister, wrote to the Department that the bricks were coming loose over one of the doors and the slates needed repairing in 1899. Ada Newing complained in 1907 that a fence was needed to stop wandering cattle from entering the grounds and destroying everything'.

The school went through the usual window and floor modifications dealt out to nineteenth century schools in 1935 under the direction of PWD Chief Architect, Percy Everett. The former segment arched main windows (see remaining side wall windows), front and back, were each replaced with a three-light multi-pane window group. The old gallery or stepped floor was removed and new flat flooring installed on new stumps and bearers. Then the school consisted of one large classroom, a cloak room entry and a rear porch, a timber shelter shed on the west side and tank stands at three corners. The rear door was also replaced in 1935{ PWD 21/2/35}.

After reports of small school yard, the Department purchased additional land in 1926 but an inspector still found the grounds insufficient in 1945. A new site was acquired in Epsom Street and two prefabricated classrooms were erected 1950-51. The school opened there in March 1951 with 65 pupils. Classrooms were added in 1956, 1959, and 1969 such that yet another school was opened in Armstrong Street in June 1960.

After closure, the old brick school house was sold to a family who lived in it for some years. When vacated, it lay empty and fell into disrepair. In 1988 it was saved from demolition by the local community and Werribee Council who restored the building. It subsequently re-opened as an Arts and Crafts and Community Building.¹

¹ Barnard (1999)

Description

This is a gabled rendered brick school sited at the corner with Cameron Avenue. The roof is clad with slates and the gable ends trussed, with ornamental finials. A gabled porch is at each end. The related picket fence erected on the boundary is a recent addition.

Modifications to the original building included the replacement of the original segment arch windows at the front and back (original examples remain in the side elevations), the window hoods added to the side windows, and the removal of the shelter on the west side.

External Condition

Good

External Integrity

Moderate.

Context

Located as it is among much later housing, the school is a landmark in the area.

Comparative Analysis

This is the only one-room school from the late nineteenth century in the municipality and one of the few surviving examples in the western region.

Thematic Context

Principal Australian Historical Theme(s)

Establishing schools.

Associations

Education Department, Victorian Colonial Government

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Blake, LJ (1973) *Vision & Realisation* Volume 3 p.98
National Trust of Australia (Victoria) File No. 5768
Victorian Public Records Office SS2857 School Building Files VPRS 795/1674

Heritage Place Name	Merrett Rifle Range Pavilion (Former)
Address	81 Kororoit Creek Road, Williamstown
Heritage Overlay No.	HO165
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Victorian pavilion

Significant Dates

c.1880, c.1906

Designer

Public Works Department?

Builder

Unknown



Statement of Significance

What is Significant?

The former Merrett Rifle Range pavilion, constructed c.1880 with later additions and alterations, at 81-89 Kororoit Creek Road, Williamstown.

How is it Significant?

The former Merrett Rifle Range pavilion at Kororoit Creek Road, Williamstown is of local historic and technical significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its associations with the early development of the Rifle Ranges on this site. Most of the buildings and infrastructure associated with the Rifle Range have been demolished and the pavilion is now rare surviving evidence, which illustrates the early development of these facilities in Victoria. (AHC criteria A4, B2 and D2)

Aesthetically, it is significant as a fine example of a substantial Victorian pavilion, which demonstrates the importance of the Rifle Ranges in Williamstown. (AHC criteria B2)

History

Historical background

The following historical background is provided by Allom Lovell & Associates:

The establishment of rifle ranges in the colony was an integral part of the early defence strategies. In 1854 the Victorian Volunteer Act enabled the establishment of local volunteer units to assist in the defence of the colony. These volunteers initially augmented a small permanent posting of Imperial troops and after the removal of these troops in 1870 made up the bulk of the colonial land forces. The training of these volunteers was a major undertaking and from 1861 onwards regular encampments were held to provide military training. These encampments were held at Easter and used a variety of locations including Werribee Park (1861 and 1862) and Queenscliffe (1883). A permanent encampment site was finally established at Langwarrin and from 1887 onwards encampments were held at this location.

Associated with the training of volunteers was the need for rifle practice and from the 1860s onwards a number of rifle ranges were established in and around Melbourne. These ranges had a direct link with the military forces and were either controlled directly by those forces or were operated by various rifle associations. The ranges included those at Sandridge, Emerald Hill, Albert Park, Middle Park and Williamstown. A range at Langwarrin appears not to have been established until the late 1890s.¹

Specific history

The exact date of the construction of the former Merrett Rifle Range pavilion is not known. It is believed that it was originally constructed c.1880 (when it possibly incorporated an earlier building) and that extensive additions and alterations were carried out c.1906.

It is known that the Victorian Rifle Association was formed in 1860, at which time three rifle ranges had been established in Melbourne at Elwood, Emerald Hill and Williamstown. The Williamstown range was then located on the east side of what is now Victoria Street (and what was then part of Hannan's farm), on or near the site of the present Williamstown hospital.

During 1877 the South Melbourne Range was closed because of danger to the public and there was pressure to relocate the Williamstown Range because of encroaching residential development. Consequently, the Victorian Colonial Government purchased Allotment 1 of Section 1 in the Parish of Cut Paw Paw, which comprised over 330 acres of land held as a Crown Grant by Thomas Wilsmore. The Victoria Range, as it was then known, was officially opened on 27 July 1878.

Tenders were called in 1879 for the construction of clubhouse buildings and offices. These buildings are believed to be the basis of the pavilion that survives today. In 1902, this pavilion was condemned by Williamstown Council and in 1906 extensive repairs were carried out.

The following comments provide an overview of the historic development of the range over the following decades²:

- During the 1880s the range was gradually fenced and the targets and individual firing ranges improved. In March 1901, the ownership of the range was transferred from the Victorian Government to the Commonwealth under a Royal Grant. In the same year, a number of substantial contracts were let for the remodelling and forming of butts at the range; these works were carried out under Public Works contracts.
- By the 1920s pressure was unsuccessfully placed on the government by the Williamstown Council to open the range up for subdivision.
- Between 1939 and 1947 the range was taken over by the military and all private rifle club activity ceased during this period. In 1949 proposals were prepared for the subdivision of the eastern side of the site and land was subsequently transferred for war service homes (approximately

¹ Allom Lovell & Associates cited in Appendix 2A of Riedel & Byrne Consulting Engineers Pty Ltd and Wilson Sayer Core Pty Ltd (1987) *Merrett Rifle Range Development Williamstown Environment Effects Statement* Appendix 2A p.14

² Allom Lovell & Associates op cit pp.2-3

8ha), to the State Education Department for Williamstown Technical School (approx. 3.6ha), to the Point Gellibrand High School (approx. 2ha), and to the Country Road Board (approx. 2ha)

- The range was renamed the Merrett Rifle Range after the death of Sir Charles Merrett in 1948. Merrett had a long association with the sport of rifle shooting and was chairman of the Victorian Rifle Association and the Commonwealth Council of Rifle Associations.
- In 1956 the Range was used for shooting events at the Melbourne Olympic Games.
- In the 1960s, ties between the rifle clubs and the military were severed, which resulted in a loss of subsidies and administrative support for the range. Williamstown Council once again lobbied to close the range, but was unsuccessful.
- In 1986, the Commonwealth announced that the range was to be sold.

At the time of closure, the Merrett Rifle Ranges were the largest and oldest continuously operating facility of their type in Australia.

Description

The former Merrett Rifle Ranges pavilion is a single storey Victorian rendered brick building with a complex hip and gable roof. The symmetrically arranged facade features projecting bays at either end with half hip roofs with a verandah across the front elevation. It is setback from the road behind a reproduction picket fence.

The building was extensively restored and/or reconstructed in the early 1990s, when it was converted for use as a funeral parlour.

External Integrity and Condition

Integrity – Moderate. *Condition* - Good

Context

The pavilion is now an isolated early building within a late twentieth century housing estate that has been constructed on the former rifle range land.

Comparative Analysis

This is the only nineteenth century sporting pavilion in the city and the only surviving building associated with the former Merrett Rifle Ranges.

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Recreation

Associations

Victorian Rifle Association, Victorian Colonial Government, Sir Charles Merrett

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the Burra Character. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Riedel & Byrne Consulting Engineers Pty Ltd and Wilson Sayer Core Pty Ltd (1987) *Merrett Rifle Range Development Williamstown Environment Effects Statement* (prepared for the Urban Land Authority) Volumes 1 and 2

Heritage Place Name	Gilbertsons Meat Processing Complex (Former)
Address	65-75 Kyle Road, Altona North
Heritage Overlay No.	HO166
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Postwar industrial

Significant Dates

1950-70

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Gilbertsons Meat Processing complex, which comprises the four large skin sheds with elevators, stock yards in the north east corner with former rail siding, open-sided low-pitched king-post truss roofed sheds to the north, shed with bow truss roof and curved ridge ventilator, former quarry; the office/amenities building facing Kyle Road, two storey process range of buildings behind the office/amenities building, the Don retail outlet on Blackshaws Road and associated land and contributory infrastructure with emphasis on fabric from the 1951 and 1969-70 development phases, at 65-75 Kyle Road, Altona North.

How is it Significant?

The Gilbertsons Meat Processing complex (former) at 65-75 Kyle Road, Altona North is of local historic and social significance to the City of Hobsons Bay.

Why is it Significant?

Historically, Gilbertsons meat processing complex is significant for its strong associations with one of the major smallgoods manufacturers in Australia whose products became household names during the postwar period. It is also significant as one of the few remaining relatively intact meat processing plants in the metropolitan area complete with all elements that illustrate the process such as the stockyards, skin drying sheds and processing plant. This type of industry was once prolific in the area and made a major contribution to the local economy but was later shunned by local government. (AHC criteria A4, B2, D2 and H1)

Socially, it has strong associations with the local community as a place that was once a major employer and is remembered by many in the community as a working place for unskilled labour, particularly immigrants. (AHC criterion G1)

History

Contextual History

Much of Melbourne's western region became associated with meat and meat- byproducts in the mid to late nineteenth century and some of these industries were located within the current City of Hobsons Bay. Joseph Raleigh, whose name was later associated with meat works at Maribyrnong, had a very early meat salting establishment on the river at Yarraville, where the Mobil Oil Depot is now situated. Raleigh's salting works, along with a wharf, is shown on a map dated 1844, though it did not remain at this site for very long.

Victoria's first successful meat freezing works, the Australian Frozen Meat Export Co. located its slaughtering and freezing plant on a thirty acre site at Newport in 1882. Later this firm became the Newport Freezing Works and Sims Cooper. Its location, near the docks and the railway was ideal.

In 1889 the Victorian Export Canning Works was established by EA Clark and Sons east of the railway line at Spotswood (then called Spottiswoode). Not only did this firm manufacture margarine (claiming to be the only manufacturer of it in the state) but also tinned a variety of meat, including rabbit, fish, poultry and game for export to Great Britain.

Many later huge abattoirs or freezing works were located just outside the study area, such as at Brooklyn. Within the study area at Brooklyn, Thomas Borthwick and Sons were located in Francis Street for many years. Gilbertson's butchers who had begun with a single butcher shop in Essendon in 1901, built their own abattoir and meat processing plant at Altona in 1951.¹

History of Place

In 1948, a most successful meat firm, RJ Gilbertson Pty Ltd (originally butchers in Essendon and Moonee Ponds), bought a thirty-five acre site in Altona North. Two years later, it sought permission to build a complete noxious trades complex. This brought opposition from Footscray, Sunshine and Williamstown, since the site was near all their borders and memories of the smells from old-style abattoirs, fat rendering, blood and bone and tripe cooking did not easily fade. After an enquiry which confirmed that the most modern techniques would be employed, particularly for disposal of effluent, the Gilbertson permit was granted. In 1951, its smallgoods section began on a former quarry site in Kyle Road, running north from Blackshaws Road. Smallgoods then meant a limited range of luncheon sausage and frankfurters, which Gilbertsons sold under the brand name, 'The Don', recalling that epitome of Australian excellence, cricketer Don Bradman.

Then, in 1956, the company bought Lyons Continental Smallgoods, which was to have an enormous impact on its new Don subsidiary. This is acknowledged in the company's jubilee history, written by family board members. The staff came mostly from Europe and with their expertise and experience guided the Company's thinking into various avenues and types of production that were previously unthought of.'

During the 1960s, Gilbertsons transferred the whole of its operations, from stockyards to freezers, to the Kyle Road site. Head office moved there in 1964, and the smallgoods section diversified to occupy five buildings. In 1969-70, a huge new specialised plant for these products was built close by on a site facing Blackshaws Road that was previously occupied by Pacific Oxygen Pty Ltd. Consequently, Don Smallgoods achieved Australia-wide distribution in 1971 with products such as Liverwurst, salami, cabana, and more spreading to dinner tables, lunch boxes and back-yard barbecues. The slogan 'Is Don is good!' is still remembered in the community as an interesting combination of Australian folklore (The Don) and its re-interpretation by immigrants.²

¹ Barnard (1999)

² Priestley (1998) p.229

Description

The Gilbertsons Meat Processing complex (former) occupies a large site with frontages to both Blackshaws Road and Kyle Road. The Kyle Road complex comprises a three-storey postwar office and amenities building facing Kyle Road with steel hopper sash windows cream face brick walls in stretcher bond and contrasting manganese brick details to windows and string courses (Refer cover image) A two storey range of process buildings behind the office and amenities building is constructed in a complementary style, although in a simpler and more utilitarian form.

Behind the above buildings lies the factory complex itself, which includes:

- Four large skin sheds, horizontal timber slatted to top parts of walls, low pitched corrugated cement sheet clad roofs with prominent curved ridge vents, elevators. Once prolific among the meatworks, tanneries, hide curers and other noxious industries established in the western region, these examples are now believed to be the last of their kind in the metropolitan area.
- Stock yards in the north east of the site, with former rail siding from near Watson Street.
- The open-sided, low-pitched king-post truss roofed sheds to the north.
- One shed with bow truss roof and curved ridge ventilator.
- East of the works is a former quarry, which is overgrown with boxthorn, however, the working face remains visible.

The Blackshaws Road complex contains:

- The 1969-70 factory complex. This is large brick warehouse style building.
- The former Pacific Oxygen building, now used for storage. This is a large three storey corrugated iron clad building with steel framed windows.
- The brick and concrete modernist former Don retail outlet, situated on the frontage in the southwest corner of the site.

Note: A detailed inspection of the site is required.

External Condition

Varies, generally good, partially disturbed but well preserved.

External Integrity

Varies – substantially intact, some intrusions.

Context

The complex is situated within an industrial area on flat land bounded by main roads and railway routes. It faces housing on the opposite sides of both Blackshaws Road and Kyle Road.

Comparative Analysis

Meat processing works have a long history in the region and were once more common but have gradually disappeared over time, such as Borthwick and Sons, or amalgamated. This complex is now the only known example within the municipality and other surviving meat processing works such as the former Thomas Borthwick & Sons are found in Francis Street, Brooklyn in the City of Maribyrnong.

Thematic Context

Principal Australian Historical Theme(s)

Feeding people

Associations

RJ Gilbertsons Pty Ltd, Lyons Continental Smallgoods, Pacific Oxygen Company

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes – to the Kyle Road site and excluding 248-268 Blackshaws Road
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Priestley, Susan (1988) *Altona. A Long View* p.229
- Vines, Gary (1999) personal comments
- Vines, Gary and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (WRIHS) Melbourne's Living Museum of the West
- Vines, Gary (1993) *Meat and By-Products. The Meat Industry and Animal By- Product Works of Melbourne's West* Melbourne's Living Museum of the West
- Municipal Rate Books (RB)
- Sands & McDougall Victorian directories (D)

Additional images

The cover image shows the office block facing Kyle Road. Additional images are provided below.



Above: Skin sheds at rear of 40-70 Kyle Road.
Below: Former Don Retail outlet at 268 Blackshaws Road.



Above: Pacific Oxygen building at 248-68 Blackshaws Road

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Heritage Place Name	House
Address	16 Latrobe Street, Newport
Heritage Overlay No.	HO167
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

1928

Designer

GB Leith

Builder

Sutton & Smith



Statement of Significance

What is Significant?

The former State Savings Bank house, constructed by Sutton & Smith to a standard Bank design by Bank architect GB Leith in 1928 and fence at 16 Latrobe Street, Newport.

How is it Significant?

The former State Savings Bank house is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its associations with the State Savings Bank of Victoria and demonstrates the provision of housing by the SSB during the Interwar period. (AHC criteria A4, D2 and H1)

Aesthetically, it is significant as an intact representative example of a State Savings Bank residence, which is notable for retaining early external finishes, related landscaping and typical fence. (AHC criterion E1)

History

This house was constructed in 1928 by Newport builders, Sutton & Smith (1). It was one of the many State Savings Bank of Victoria financed homes that were erected in the Newport area after World War One. Houses such as these were usually constructed to one of a number of standard designs prepared by the Chief Architect for the SSB, GB Leith.

Description

The house at 16 Latrobe Street, Newport is a typical interwar Bungalow-styled villa with two transverse gabled roof bays clad with Marseilles pattern tiles, walls of stained Baltic pine weatherboards, asbestos 'half timbering' and shingling in the gables, and a side porch supported on round cement columns on brick piers. The setting of the house is complemented by the Cyclone wire fabric fence and wrought-iron gate at the frontage, and the clipped privet hedge, which are typical of the period.

External integrity and condition

Integrity – High. *Condition* - Good

Context

A later addition to a nineteenth century character residential group but shares materials and siting.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

State Savings Bank

Recommendations

Statutory protection


Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
1 Melbourne Metropolitan Board of Works, Drainage Cover File. 168472.

Heritage Place Name	Dennis (Lyons Street) Reserve and Coronation Lamp
Address	Lyons Street and Melbourne Road, Williamstown
Heritage Overlay No.	HO168
Heritage Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Victorian park	
Significant Dates	
1885-1940	
Designer	
Unknown	Builder
Unknown	
Statement of Significance	
What is Significant?	
The Dennis (Lyons Street) Reserve, established between c.1885 and 1940, between Lyons Street and Melbourne Road, Williamstown.	
How is it Significant?	
The Dennis (Lyons Street) Reserve is of local historic, social and aesthetic significance to the City of Hobson's Bay.	
Why is it Significant?	
Historically, it is one of three of the first public reserves established in Williamstown during the nineteenth century and is an integral part of the Government Survey Plan. The remnant mature trees including the Aleppo and Canary Island Pines illustrate the initial period of development of the Reserve as a formal garden, while the later sporting pavilions illustrate the transformation to a place of active rather than passive recreation during the early twentieth century. It has strong associations with the development of early sporting clubs and recreation in the city and is highly valued by the local community. The HR Maclean memorial is important for its associations with an important early citizen of Williamstown. (AHC criteria A4, D2, G1 and H1)	
Aesthetically, while the original formal Victorian and Edwardian character of the reserve is diminished, the surviving original or early features such as the asphalt dividing path and other remnant pathways, remnant significant trees, sporting pavilions, the Maclean memorial and the rare Coronation Lamp nonetheless enable the early development of the reserve to be interpreted and understood. (AHC criteria B2, E1 and F1)	

History

The exact date of the official establishment of the Dennis (Lyons Street) Reserve is not known. It is known that:

- Part of the triangle (Brown Land) between Ferguson and Lyons Streets and Melbourne Road was granted to the Presbyterian Church for a church and manse c.1856 and the manse (still in existence – see citation) was built soon after. In the 1860s the Manse and remaining land were sold by the Church who constructed a new Manse elsewhere..¹
- On 30 April 1885 the Williamstown Council wrote to the Minister for Lands requesting Rights of Management over the “Garden Reserve” between Lyons Street and Melbourne Road.² This was probably granted at the time. Another reference states that the Lyons Street Reserve was temporarily reserved on 29 June 1885.³

Either the whole or part of the design shown on the MMBW Record Plan of 1894 was created shortly after this, for the Bowling Club moved from Electra Street to the new quarters at the Reserve in 1888.⁴ It is possible that the Bowling Club's green and pavilion were inserted into an existing garden, and this arrangement is shown in the c.1894 MMBW Record Plan. A c.1904 picture in *Williamstown Illustrated* shows the interior of the formal area with paths of light coloured gravel or shell grit – a circular bed is shown with an edging of lawn. This formal area, including the sections alongside the Bowling Green was also densely planted with trees, shown in this picture and also in another taken from Melbourne Road to the south of the triangle apex. Other early pictures show that the informal area was thickly planted with trees too, mainly conifers with some deciduous exotics, in typical Victorian style. This area was almost certainly grassed. Thus the whole reserve would have contracted strongly in its greenness and seclusion with the rather sparsely treed and very open texture of Williamstown's streets.

Like the Botanic Gardens – and most other public buildings and spaces of the time – it was firmly enclosed in a high picket fence with gates, which were removed soon afterwards - a brief article in a 1907 edition of the Williamstown Advertiser spoke of a plan to remove the boundary fence and replace it with a rockery.

The Coronation Lamp was either one of, or a close relative of the gas lamps (Jubilee Lamps) placed in various streets of Williamstown. This lamp, with its attractive detailing is one of the few surviving examples lamps which were for thirty years or more an important element in Williamstown's streetscapes.

However, the character of the gardens was to change dramatically during the early twentieth century. At some point, the Mens Bowling Club greens were extended, which resulted in the loss of some the formal circular beds shown in the 1894 plan. A proposal to use the Reserve for the new Town Hall in the late nineteenth century (later abandoned) was averted but by 1905 asphalt tennis courts are shown awkwardly superimposed over the plan. In 1913, the first charming pavilion of the Men's Club was replaced by a new and larger one, which survives (albeit in altered form) today.⁵

The Ladies Bowling Club was added between the tennis courts and the Mens Club during the Edwardian era. The Canary Island Palms probably also date from this time and may be rare surviving examples of the memorial avenues that were established after World War 1.

The next major addition to the Reserve was the HR Maclean memorial, which was unveiled in May 1935 by Cr. JT Gray in the presence of 5000 citizens. Constructed from Harcourt granite by James Taylor and sons, monumental masons of Williamstown and Footscray, it is approximately 14' high and was originally distinguished by a blue light on its summit.

The Reserve was diminished further by the construction of the Elderly Citizens centre at the Ferguson Street end in the 1960s.

¹ Evans, op.cit., p.58

² Lands Department File RS 2076.

³ Ibid.,

⁴ Elsum, op cit., p.126

⁵ Ibid.,

Description

The exact origins of the design of the Dennis (Lyons Street) Reserve are unknown. It is possible that the Bowling Club's green and pavilion were inserted into an existing garden, but whether the designer had to make room and adjust an existing design to accommodate the Bowlers, or whether the design was a completely new one, the plan as originally conceived was a masterly solution to a difficult site and problem.

It had, if it was a design totally of the 1880s, an old-fashioned flavour, part of the garden being geometric or formal, the other natural or informal. This echoes the Victorian concept of having geometry (artificiality) near a house, with the more informal (nature) further away. In this case the green and pavilion are set in a formal area. The designer realistically accepted the need for a walk directly across the park (it is shown as asphalted on the plan while the other paths are soft surfaced). This makes a natural break in the right place for the crossing path and allows the gardens beyond, to take another character without falseness.

However, extensions to the original Mens Bowling Club and the additions of the other sporting clubs and the senior citizens centre over the years significantly changed the original Victorian character of the Reserve with its formal and informal elements to a less-designed and somewhat disparate Edwardian parkland character.

Significant surviving elements, which illustrate the development of the Reserve and are related to or compatible with the Victorian and Edwardian-era character includes:

- The remnant mature trees including the Aleppo and Canary Island Pines, Canary Island Palms, Monterey Cypress, English Elms and Pepper Trees, which possibly date from the early period of development during the late nineteenth century and early twentieth centuries.
- The northernmost green of the Men's Bowling Club as shown in the 1894 MMBW Plan, and the Pavilion originally dating from 1913. The Pavilion has been significantly altered, but still retains a (new) terracotta gabled roof, minus the gablets shown in early photographs (refer Elsum)
- The Edwardian-era Ladies Bowling Club Pavilion.
- The central pathway leading across the Reserve between the two bowling greens, which may be the only surviving remnant of the original path system (further detailed research is required to establish this)
- The HR Maclean memorial.

Visually intrusive elements include the Tennis Pavilion and Senior Citizens centre, and landscaping and furniture treatments such as treated pine fencing that are unrelated to or incompatible with the Victorian or Edwardian character.

Integrity and condition

Integrity – Poor to Moderate. Condition - Fair

Context

The Dennis (Lyons Street) Reserve is one of the original reserves set aside by the Government Survey Plan for Williamstown, which are generally irregular shaped parcels of land created by the intersections of the various street grids.

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Developing Cultural Institutions and Ways of Life

Associations

City of Williamstown

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, with tree controls
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the Burra Character. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to prepare a Conservation Management Plan to guide future use and development of this place.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Elsum, WH (1934) *The History of Williamstown*

Williamstown Illustrated (1904)

MMBW Record Plan c.1894

Heritage Place Name	Presbyterian Manse (Former)
Address	27 Lyons Street, Williamstown
Heritage Overlay No.	HO169
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local & State
(VHR H229)

Style & Type

Victorian Italianate village

Significant Dates

1856-57s

Designer

William Bull

Builder

Smythe, Owen & Davis



Statement of Significance

What is Significant?

The former Presbyterian Manse, designed by William Bull and constructed by Smythe, Owen & Davis in 1856-57, at 27 Lyons Street, Williamstown.

How is it Significant?

The former Presbyterian Manse at 27 Lyons Street, Williamstown is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it was a major and early public building in Williamstown and thus associated with its early civic growth. It was the design of Williamstown's first Surveyor, is among the earliest group of religious residences in Melbourne and marks the site of the Presbyterian's first reserve in Williamstown. It is also the oldest religious residence in the town, it is sited in an uncommon setting and is among the oldest group of houses in the metropolitan area. (AHC criteria A4 and D2)

Aesthetically, it is an early large and near original example of a villa residence which has been constructed of local stone (basalt), today a relatively uncommon material in the metropolis, it possesses valuable early details and materials and was designed by one of the regions early architects (Bull) who was also Williamstown's first Surveyor. It is sited in an uncommon setting. (AHC criteria E1 and F1)

Note: Included on the Victorian Heritage Register as VHR H229.

History

Architect and Williamstown municipal surveyor, William Bull, called tenders in the *Williamstown Chronicle* of October 1856 for a Presbyterian manse: a later report described four tenders, the lowest being from Smythe, Owen and Davis of £612 (Note: not shown in Windsor's 1858 plan).

Between 1858 and 1874 reputedly over £613 was spent on repairs and in 1882 the Church agreed to erect two more rooms and a verandah, for a cost of £150 (1). The manse was built on the first Presbyterian reserve of one acre, surveyed under District Surveyor, George Darbyshire, in 1856. By 1885, it was decided to build a new manse in Hanmer Street, hence this house was sold for over £1550, to a local builder Henry Hick, who was there until at least 1910. It was described then as stone and of eight rooms (2). The minister who resided there throughout the church tenure was the Reverend John Clarke.(3).

Henry Hick was a figure of considerable importance in Williamstown holding the position of mayor on two separate occasions, 1887-88 and 1894-95 (4). One of his most notable contracts was the construction of the new Royal Hotel. (Refer to Citation for 85 Nelson Place)

Description

A two-storey, basalt rubble, slated and hipped-roof villa with a timber-framed single level verandah clad with roll-edge sheet metal. Planned asymmetrically, in a conservative Italianate manner, the house has a rear skillion and a two- storey bayed wing facing the south which may be the added rooms of c1882; the timber ashlarboard rooms, enclosing each verandah end, are probably from that period also.

Of note are the deep timber eaves brackets which may have once served other than a decorative purpose, to support the gutters. The chimneys are stuccoed with slim cornice mouldings; dressed stones are used as quoins, some six-pane window sashes survive and the notable scrolled verandah valance is evident.

Changes to the original fabric include the painting of the stone, the enclosure of the north verandah (formerly terminated by a small room, as on the east, both having been added c1882), the removal of the saltire-cross verandah balustrade, and the alteration of the presumed picket fence which enclosed the frontage, with pedestrian and carriage gates, and the replacement of the south boundary fence, which was also picket (5).

A two storey building has been constructed in the rear yard.

External Integrity and condition

Integrity – Moderate. Condition - Good

Context

An isolated building, sited in an uncommon way on parklands which expresses its former other than private origins (although the addition of an adjoining building in Lyons Street and two buildings along Ferguson Street weakens this) and is in a sympathetic traditional setting to this rural Italian Villa style.

Thematic Context

Principal Australian Historical Theme(s)

Forming associations

Associations

Presbyterian Church, William Bull, Henry Hick

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H229
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Remove paint from basalt; replace front fence and repaint trim, as original or typical (note: existing fence may be modified original)
- Consider removal of verandah enclosure at north side; replace balustrade panels; and record verandah frame, roof and valence for restoration data.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 *Williamstown Chronicle* 4 & 25 October 1856; National Trust Of Australia (Victoria) File No. 244: cites Elsum, W.H. (1934) *The History of Williamstown*

2 National Trust Of Australia (Victoria) File No. 244; Williamstown Rate Books 1890-91, 608, Sands and Kenny (later McDougall) *Melbourne Directory* 1910

3 Sands and Kenny (later McDougall) *Melbourne Directory* 1865, 1870 & 1885

4 Evans, Wilson P (1969) *Port of Many Prows* p.180

5 Refer: Melbourne Metropolitan Board of Works Detail Plan 33; photograph in Casey et al, *Early Melbourne Architecture 1840-1888*

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Heritage Place Name	'Rheola'
Address	28 Lyons Street, Williamstown
Heritage Overlay No.	HO170
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italianate villa

Significant Dates

1884

Designer

Unknown

Builder

Isaac Hopkins?



Statement of Significance

What is Significant?

'Rheola', constructed by Isaac Hopkins in 1884, including the front fence at 28 Lyons Street, Williamstown.

How is it Significant?

'Rheola' at 28 Lyons Street, Williamstown is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its associations with the locally important identity, Isaac Hopkins and demonstrates the prosperity of Williamstown during the late nineteenth century. (AHC criteria A4 and H1)

Aesthetically, it is significant as a locally rare superior example of a parapeted Victorian Italianate villa, which is notable for the extravagant 'boom-style' detailing to the façade and is complemented by the front fence. It makes an important contribution to the historic streetscape of Lyons Street. (AHC criteria B2 and E1)

History

What was then an eight room brick house was built in 1884 for the plasterer, Isaac Hopkins. He is listed as 'occupier' briefly (1886-87) but for much of the time the house was leased; his tenants being John Downing, a minister; a brewer William Suiter, and Thomas Houston, a master mariner (who moved from this house to 91 Hanmer Street - q.v.) (1). Hopkins himself resided near the end of Stevedore Street from his arrival in the colony until late in the nineteenth century, except for a brief period when he leased the Williamstown Grammar School (A. Ackerly)

Isaac Hopkins was a person of some stature in Williamstown achieving the position of Mayor in 1882-83 (2). He came to Victoria in 1858 establishing himself as a building contractor, becoming in time the large plastering firm, Picton Hopkins (3). He was also the first secretary for the Williamstown Baptist Church after its formation in 1868.

Later occupiers of this house included another Baptist pioneer, John J. Turner (4). George Morwick, a sail maker, and J.S. Gunn also lived in the house early this century (5).

Description

'Rheola' is a symmetrically composed stuccoed Italianate villa with a side entrance, a balustraded and pierced parapet, twin slated-roof window bays, and a cast-iron decorated verandah which spans between the bays. Draped urns survive at the parapet piers as do other stucco details, such as the dentillation to the chimney cornice and below the deep main cornice, the impost moulding and the architraves to the arched windows.

The iron picket fence at the frontage is sympathetic, though possibly not original (timber picket?). The sympathetic garden setting contains some notable trees and completes the period setting of the house.

External Integrity

Integrity – High. Condition - Good

Context

Atypical in form and finish but siting and period detail link it to other nineteenth century houses at 22, 32 and 34.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Isaac Hopkins

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1884-85 (658), 1886-87 (679), 1885-86 (672), 1890-91 (603), 1892- 93 (594)


2 Evans, Wilson P (1969). *Port of Many Prows* p.180

3 Wilson Evans; *Williamstown Chronicle* June 1910

4 Elsum, WH (1934) *The History of Williamstown* p.95

5 Sands and Kenny (later McDougall) *Melbourne Directory* 1905, 1910 & 1928

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Heritage Place Name	House
Address	9 Maclean Street, Williamstown
Heritage Overlay No.	HO171
Heritage Precinct(s)	Private Survey Heritage Precinct
Significance	
Local	
Style & Type	
Basalt house	
Significant Dates	
c.1871	
Designer	
Unknown	
Builder	Unknown
Unknown	
Statement of Significance	
What is Significant?	
The house, constructed c.1871, at 9 Maclean Street, Williamstown.	
How is it Significant?	
The house at 9 Maclean Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant?	
Historically, it is significant as the house of customs coxswain for its association with the development of Williamstown during nineteenth century when it was the main port of Melbourne. It is one of a small number of surviving pre-1870 houses in the Private Survey precinct. (AHC criteria A4, B2 and D2).	
Aesthetically, it is an intact example of an early Victorian cottage constructed of an uncommon material, which retains original detailing. (AHC criteria B2, E1 and F1)	

History

The exact date of the house at 9 Maclean Street, Williamstown is not known, however, Williamstown rate records indicate that it was erected c.1871 or even earlier for Joseph Wooldridge, who is described as a Customs Coxswain.

In 1871-72 the property (then known as 13 Dover Street) is described as containing a stone house of 4 rooms with a Net Annual Value of £20, which is owned by Mr Wooldridge. In the preceding years all details are the same, however, the house is described as wood, which suggests that this was an error as a change in the building material would presumably also affect the NAV. If this is the case then the house could date from as early as c.1865. (Such rate book errors were not uncommon at that time - records for other stone houses have occasionally referred to them as wood for a couple of years before the mistake is corrected)

A later owner of the property was a local draper, Charles Keig, who leased the property to Henry Jenkins, a tailor.

Description

The house at 9 Maclean Street, Williamstown is a single-storey, double-fronted, random coursed bluestone Victorian cottage with a hipped corrugated galvanised steel roof (roofing is recent). It is set back from the street boundary by a small garden. Other significant original elements include:

- The simple cottage form
- Two-paned double-hung sash windows flanking a central entrance door
- Rendered brick chimney on south side

The roof has been replaced, while the verandah across the façade and the faux Victorian style aluminium palisade fence across the front façade are later additions.

External Integrity and condition

Integrity - Moderate. *Condition* - Good

Context

An isolated early cottage set amongst later residential development

Comparative Analysis

This is one of a small number of early basalt houses in the Private Survey precinct. Comparable examples include 25 Albert Street (1865), 11 and 22 James Street (c.1858), 24 Clarke Street (c.1859), 4 Ferguson Street (1865) and 13 Stevedore Street (1863).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Joseph Wooldridge, Charles Keig

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

City of Williamstown Rate Books 1866-67, 1867-68 (1389), 1870-71 (1508), 1871-72 (1527), 1873-74 (1569), 1885-86 (2505), 1892-93 (2532), 1895-96 (2474)

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Heritage Place Name	House
Address	3 Macquarie Street, Williamstown
Heritage Overlay No.	HO172
Heritage Precinct(s)	Macquarie Street Heritage Precinct Private Survey Heritage Precinct

Significance

Local

Style & Type

Early Victorian cottage

Significant Dates

c.1857

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed prior to 1857, at 3 Macquarie Street, Williamstown.

How is it Significant?

The house at 3 Macquarie Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as a rare example of a pre-1860 timber house, which is among the oldest timber houses in Victoria. It is also significant for its associations with Samuel Evans who was one of the best known and accomplished of the bay pilots, a group closely linked with Williamstown's special early maritime role in the metropolis. (AHC criteria A4, D2 and H1)

Aesthetically, it is significant as a near original early and picturesque example of an unusual residential type with rare details such as the twin finialled gables with scalloped, fretted barges set against a transverse gabled, iron clad roof with similar barges facing the sides of the block. It contributes to the historic character of Macquarie Street. (AHC criteria B2, E1 and F1)

History

A pilot, Samuel Evans, was the first owner of this site, after its subdivision by the grantees and of the six-roomed timber house built there prior to 1857. It also appears that he was one of the most esteemed and conscientious in that rather precarious maritime occupation (1). He moved to Bluff House, 28-30 Mercer Street, in Queenscliff where he lived from the 1860s until the late 1880s, when he returned to Williamstown (2).

Number 3 Macquarie Street was bought from him in c1861 by a fellow sailor William Usher, although it was his widow, a teacher, who took ownership two years later. She lived there until 1879 when it was acquired by Archibald Stevenson, a boilermaker. By 1895 his widow, Jane, is listed as the owner-occupier and she remained there until well into this century conducting a private hospital there (3).

Wilson Evans, in *Through the Rip* states that Samuel Evans was first appointed a pilot in 1853 and was a member of the first Pilot Board of Victoria (4). Apparently he had a blameless career for the next eighteen years when he had the misfortune to ground a ship in September 1872. When he had retired from the service and was living in Verdon Street, Williamstown he compiled a valuable treatise on the navigation of Port Phillip Bay (5). Captain Usher was the master of a dredge whilst Archibald Stevenson's son, Edwin, was of the contracting firm, Stevenson and Murdoch (6)

Description

This double fronted house is distinguished by its unusual twin finialled gables with scalloped, fretted bargeboards set against a transverse gabled, iron clad roof with similar bargeboards facing the sides of the block. The cladding is of weather board and the entrance is centred at the roof gable's meeting point. A timber verandah is placed at the facade.

Changes to the original or early fabric include:

- The lead lighted door (c1910), which replaced a probable four-panel door.
- A new picket fence (There may be a surviving early side gate which has the original head profile?)
- New French doors in the front elevation, which are reputedly based upon the original doors removed in the 1930s/
- Removal of the cast iron verandah frieze, which was probably added c.1890.

Additions have been made at the rear.

External integrity and condition

Integrity – Moderate. *Condition* – Good.

Context

Sited near the former Alfred Hotel (1859), in a relatively narrow street typically evolved from a private survey, and across from a number of distinguishably old timber verandahed cottages.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Samuel Evans, William Usher

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1858-59 (1016); Registrar General's Office, General Law Titles ; Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5.7.1858 - not shown; Williamstown Rate Books 1857 (911)

2 Allom Lovell (1982) *Queenscliff Urban Conservation Study*


3 Williamstown Rate Books 1865-66 (1582), 1868 (1677), 1880 (2180), 1894-95 (2779); Sands and Kenny (later McDougall) *Melbourne Directory* 1928

4 Evans, Wilson P (1969) *Port of Many Prows* p.30

5 Sands and Kenny (later McDougall) *Melbourne Directory* 1893, Evans, Wilson P (1969) *Port of Many Prows* pp.22-23.

6 Sands and Kenny (later McDougall) *Melbourne Directory* 1867; Wilson Evans

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Heritage Place Name	Newport Lakes and Trees (Former Newport Quarry)	
Address	Entrance Margaret Street, Newport - area bounded by Margaret Street, Graham Street, Perry Street and Bruce Street, Newport	
Heritage Overlay No.	HO173	
Heritage Precinct(s)	Not applicable	
Significance		
Local		
Style & Type		
Quarry		
Significant Dates		
1867-1900		
Designer		
Not applicable		
Builder	Not applicable	
Not applicable		
Statement of Significance		
What is Significant? The site of the Newport Quarry, now Newport Lakes Park, comprising the land generally bounded by Margaret, Graham, Perry and Bruce Streets in Newport.		
How is it Significant? The site of the Newport Quarry is of local historic and social significance to the City of Hobsons Bay.		
Why is it Significant? Historically, it was significant as the source for much of the bluestone construction in the district in the nineteenth and twentieth century and is now significant as perhaps the only remaining visible example of a large basalt quarry in an area once known across the State for its bluestone supply. It has strong associations with many of the district's contractors who leased parts of its grounds. (AHC criteria A4, B2 and D2) Socially, it is significant as an important community resource as a major public recreation area for the municipality. (AHC criterion H1)		

History

Historical background

There were several quarries at Newport in the 1880s and 1890s. Thomas Hall had a quarry in Mason Street Newport in the 1880s. Perhaps this was the quarry on the present site of Newport Lakes, where, despite substantial landfill through tipping in the twentieth century, some of the quarry face can still be seen.'

While many later reserves within the City of Hobsons Bay were set aside during town planning (for example, by the Housing Commission of Victoria), others have been beautified during concerted Council and community efforts to beautify the area. (for example Apex Park) From its inception, the Altona Council placed a priority on achieving sports and recreation reserves within its boundaries. Some reserves within the City are recycled land, such as Newport Lakes Park, created on the site of an old quarry, the athletics reserve on the site of the old Newport Power Station and P.J. Lynch Recreation Reserve on the site of the former SEC briquette dump.¹

Specific History

This part of the Parish of Cut Paw Paw was CP D/Sec 6 which was granted as 158 acres to William Hall in 1852, having been sold at auction in December 1851 as lot 10 for £173/16/-. Hall leased the site (then commonly known as the 'Stony Rise') to James Horsley for 7 years dating from June 1869 for £100/annum paid monthly.

Hall died in 1889 so that in 1890 his will bequeathed the site to Thomas Hoad Hall. Thomas leased part of the grant (98 feet x 66 feet in the south-east corner) the quarry to Harry K Matthews in 1922 and another (north-east corner in Blackshaws Road) to William Edwards over a 2 year period for £57/12/- annually. The balance of the quarry (the major part of it) was leased to Pat, John and Daniel Sexton from 1921 for 5 years at £82/10/- annually. Thomas died in March 1923, his executors Harry Emerton and Herbert Hamer, taking over the running of the property. The title was converted to Torrens in 1927 (RGO SN 46125)

Rate records first record a quarry here in 1868-69 with a sizable increase in valuation and occupation by Doherty. What had been described previously as two lots (a farm and pasture each 158 acres) were owned by Hall but leased to Samuel Bunting and Charles Newport from the earliest rate records of 1863. James Horsley, quarryman and carrier, was the main tenant of a 1 acre stone quarry here in the 1870s-80s while Michael Durkin and Hall ran the other holding of 157 acres as a farm. In 1884 the quarry was shared among William Byers, Robert Allen, Andrew Anderson, James Gibson, Donald McKenzie, Thomas Neill (or Neal), and Joseph Willis (each 16 perches), In the late 1880s, William Bannister leased a quarry of 32 perches from Hall, along with the other earlier tenants. William Bridges joined these men in the 1887-88 rate entry, along with John Scriven and Robert Fenton in 1889-90 and Phillip Ludlow in 1890. Other quarrymen of the 1890s leasing Hall's property included J Beanland, Henry Booker, Cameron & Lafferty, John Gandion, Alex McDonald, Neal & Sharp, Ben Serrivan (?) and John Hughes. Ernest Chambers, a solicitor, was rated for the balance of the block (150 acres) as a farm during this period.

Predictably the numbers of quarrymen fell off in the 1890s depression era, with William Bannister, David Mitchell (the noted builder?) and Joseph Beanland being among the leaseholders while Thomas Hall was listed for the dairy farm. By 1900 only Bannister, Gibson and Willis operated quarries there and in the First War period, only Gibson (2 acres). The Matthews Brothers of Newcastle Street took up a 10 acre quarry after WW1 along with William Edwards. L Hansen of Daylesford took Edwards place in the 1920s as well as owning the 20 acre quarry addressed as Mason Street. James Gibson was Cliff Gibson's Great Grandfather (Cliff was also connected with the Williamstown building trade). James' son, Joseph, was also a quarryman, having been born in 1864 and married in 1898 (Gibson, 2000)

An aerial view of 1945 shows the major quarry holes, two radiating north and north west from the south east corner of the site and another round hole in the northern section of the site. Complexes of buildings in the north east corner include a series of stores off Johnston Street and what may be a works yard north of that facing Blackshaws Road and west of that what appears to be a large house yard and garden. More isolated complexes are along the south side of the quarry site.

¹ Barnard (1999)

This was the focus of a 1980s revegetation project and more recent landscaping for the City of Hobsons Bay.

Description

Although progressively filled as a tip, from closure of this basalt quarry in the early 1980s, and landscaped for parklands, a considerable extent of quarry face is still recognisable. This takes the form of irregular terraced “boards” or steps on the working face, with some showing the long parallel drill holes from hand hewing building stone, by inserting wedges or “plug and feathers” to break away blocks of stone. Much of the quarry’s later output was for crushed stone for concrete, rail ballast and “blue metal”. The evidence of extraction for this material is less visible as mechanical equipment and blasting simply shattered the rock.

The historical encroachment of the quarries on the residential area is still apparent along the lane behind Graham Street, and along the south of Percy and Bruce Street, where home owners once had sheer drops of 30 or 40 metres at their back fences. Mature pepper trees grow along the eastern fence line, presumably as a hardy screen from residential areas of the quarry activity.

Integrity

Low

Context

Surrounded by mainly later housing development.

Comparative Analysis

Large stone quarries are typically filled in for refuse disposal and/or parklands- this is one of the few to survive relatively exposed from the numerous examples which were once dotted throughout the municipality and the Western region.

Thematic Context

Principal Australian Historical Theme(s)

Utilising mineral resources, Quarrying

Associations

William Hall, Thomas Hoad Hall, Harry Emerton, and Herbert Hamer

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Olwen Ford and Diane Parsons (1987) *Quarrying in Melbourne's West* (unpublished research report) Melbourne's Living Museum of the West

Victorian Public Records Office (VPRO) VPRS 2130/P

Sands & McDougall Victorian directories (D)

Registrar Generals Office (RGO) SN 46125

Cliff Gibson (pers. com.) 10 April 2000

Land Victoria aerial photo Run 20 Film 179 Melbourne & Metropolitan Area December 1945

MMBW Record Plan No. 8 (c.1894)

Heritage Place Name	House
Address	19 Mariner Street, Williamstown
Heritage Overlay No.	HO174
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

c.1865

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed c.1865, at 19 Mariner Street, Williamstown.

How is it Significant?

The house at 19 Mariner Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is one of the oldest houses within the Private Survey area and illustrates the first phase of development during the mid to late nineteenth century that was associated with the development of Williamstown as the main port of Melbourne. (AHC criteria A4 and D2)

Aesthetically, it is significant as an intact and recognizably early example of a weatherboard Victorian cottage. (AHC criterion E1)

History

The exact date of the house at 19 Mariner Street, Williamstown is not known, however, Williamstown Rate Records indicate that it was constructed prior to 1870. The Williamstown Rate Book for 1867-68 lists a Mrs Lewis as the owner of a house, which is listed as No. 19 and described as comprising 2 rooms and constructed of wood with a Net Annual Value of £16. The Lewis family continued to own the property until the late nineteenth century; by 1892, the number of rooms has increased to four.

Description

The house at 19 Mariner Street is a single-storey, detached, double-fronted weatherboard Victorian cottage with a transverse gabled corrugated galvanised steel roof. It is set back from the street by a small garden. At its rear is a lean-to. Significant or original elements include:

- The distinctive, simple cottage form
- Timber post verandah with corrugated galvanised steel roof and cast iron valance and brackets
- Six-pane, double-hung sash windows flanking a central doorway

There is a c1920s woven wire and timber fence

External Integrity and condition

Integrity - Moderate. *Condition* - Fair

Context

One of a number of Victorian era cottages in Mariner Street including Nos. 11-17.

Comparative Analysis

This house is one of a small number of surviving relatively intact early (pre-1870) timber cottages, particularly within the Private Survey precinct. Comparative examples include 43 Aitken Street (pre 1857), 7 Alfred Place (c.1865), 25 Cecil Street (pre 1857), 11 and 12 Cox's Gardens (c.1858), 22 Electra Street (c.1858), 64 Electra Street (pre 1858), 3 Macquarie Street (pre 1857) and 28 Parker Street (c.1856).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Mrs Lewis

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

City of Williamstown Rate Books 1858-59 (899), 1859-60 (924), 1860-61 (1588-89), 1867-68 (1856), 1892-93 (3399), 1896 (3329), 1906 (3080)

Heritage Place Name	Victorian Railways Type A Electricity Sub-Station (Former)
Address	1 Market Street, Newport
Heritage Overlay No.	H0175
Heritage Precinct(s)	Hobsons Bay Railways Heritage Precinct

Significance

Local

Style & Type

Edwardian Baroque/Neo-Classical

Significant Dates

1915-16, 1919

Designer

Victorian Railways Way & Works
Merz & MacLellan

Builder

Victorian Railways



Statement of Significance

What is Significant?

The Victorian Railways Type A Electricity Sub-station (former), designed by the Victorian Railways Way & Works in conjunction with Merz & MacLellan and constructed in 1915-16, at 1 Market Street, Newport.

How is it Significant?

The Victorian Railways Type A Electricity Sub-station (former) at 1 Market Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its strong associations with the Victorian Railways and the electrification of the Melbourne suburban railway network as one of the five surviving Type A DC substations, which were the first to be built during the period 1914-16. It is one of a number of major buildings constructed by the Victorian Railways in the Newport and Spotswood areas during the Edwardian and Interwar periods when it was a centre of railway engineering in Victoria. (AHC criteria A4, B2 and H1)

Aesthetically, it is significant as a massive landmark building with distinctive architectural treatment in the Edwardian-Baroque style, which dominates its immediate surroundings. (AHC criteria E1 and F1)

History

Historical background

The idea of electrification of the Melbourne metropolitan railway system was first mooted in the 1890s, however, it was not until 1907 that the Chief Commissioner of the Victorian Railways (VR), Thomas Tait, was able to commission Charles Hesterman Merz to commence work on the scheme. Merz was an English engineer who was experienced in the electrification of the North Eastern Railway and Newcastle suburban railway in England. (Ward 1991)

A number of changes were made during the time taken to complete the scheme. The most significant of these were connected with improvements to equipment that took place as a result of technological advances made during World War One. The system eventually adopted employed overhead conductors conveying direct current to the trains at a pressure of 1500 volts and supplied from 12 wayside substations containing converting machinery delivering the direct current and receiving high tension three phase alternating current at 20,000 volts and 25 cycles per second. Originally only parts of the then existing metropolitan rail system were proposed for electrification but to eliminate any subsequent operating difficulties that could arise the VR Commissioners decided on inclusion of all suburban lines. (Ward 1991)

The Melbourne suburban network was the first to be electrified in Australia and, at the time it was completed, one of the largest electrified networks in the world.

Specific History

This substation was constructed in 1915-16 as part of the massive project by the Victorian Railways to electrify the Melbourne suburban railway network. The site was selected in 1913 and by June 1915 the building was two-thirds complete. It was one of the first five substations constructed by the Railways Department known as 'Type A' that were designed by the Way and Works Branch of the Victorian Railways in conjunction with the engineering firm of Merz and MacLellan. Unlike later examples construction was undertaken by the Victorian Railways rather than contractors. (Ward 1991:69)

Completed by June 1916, the substation was designed to house three 1500kW rotary converters, which were not installed until 1919. The building was designed so that larger units could be easily fitted if required. It began operation when electric services were extended to Williamstown on 27 August 1920. (Ward 1991:69)

From its commissioning in 1920 to its decommissioning in 1967 the substation was an integral component of the Melbourne metropolitan electrified railway system. It became redundant when its function was replaced by new buildings erected at Yarraville and Williamstown in 1967. After ceasing operations the building was used for a short time as the railways upholstery workshop and in 1969 was locked up.

In 1996 it was identified as a possible home for a community arts facility and a 25 year lease was secured by a local community arts association. Restoration works commenced in 2001 and are continuing.

Description

The substation at Newport is an example of the 'Type A' design used for the first five substations constructed by the VR as part of the electrification of the Melbourne metropolitan network. It is a giant red brick and stucco cement render Edwardian Baroque/Neo Classical building. Key features include:

- The division of the façade into three sections comprising:
 - A cement rendered basement with square perforated metal ventilation openings.
 - A face brick lower floor with rectangular window openings having cement rendered voussoirs, and
 - A 'piano nobile' with tall round arched window openings having rendered drip moulds and keystones.

A rendered moulding separates the lower floor from the main level, and another encircles the building at the arch springing line. The building is topped by a rendered cornice and a brick parapet. (Ward 1991:31)

- The internal spaces that clearly delineate the functions of the building:
 - The whole of one side is taken up by the machine hall, which is a full height space broken up at the lower level by dividing walls, forming separate bays which originally housed the rotary converters. At one end is a loading bay, originally served by a siding from the adjacent track. At basement level on this side are separate walls to support the heavy equipment; these form a series of catacomb-like rooms.
 - On the other side of the building is the switchgear, housed on three levels in 14 separate cells that once had interlocked doors; each cell was once continuous through all three levels. Various types of switching apparatus was once located on the first two levels, the second level being open to the balcony. At the top level is the bus bar chamber, which provided power to all cells. Stairwells at each end of this section provided access to all levels; the bus bar chamber is reached by steel ladders. (Ward 1991:31)

Much of the internal machinery and equipment has been removed, however some examples remain along with original signage that indicates the function of particular spaces and equipment.

- Externally, the massing of the building expresses the internal layout by:
 - The projecting forward of the machine hall to form a separate pavilion, topped by a semi-circular pediment.
 - The switch cell section using brick panels dividing the upper window openings, and has an inset balcony along the side of the building at mid-level; wrought iron balustrading spans between the brick piers. (Ward 1991:31)

External Condition

Good.

External Integrity

High.

Context

Adjacent to the Newport Commercial and Civic heritage precinct, this building is part of a series of related railway heritage buildings including the stations at Newport and Spotswood, the Way and Works Building in Melbourne Road and the nearby Newport Railway workshops. (q.v.). The now demolished Newport Power station was an integral part of this vast undertaking, leaving the substations as the sole reminders of this early enterprise.

Comparative Analysis

There are five surviving examples of this type of sub-station, which are located at Newmarket, Newport, Glenroy, North Fitzroy and Albion. The largest is at Newmarket, while the smallest is Glenroy. At Newport and North Fitzroy, the basic plan is varied by the switchgear section being one window bay shorter than the machine hall at one end of the building.¹

Thematic Context

Principal Australian Historical Theme(s)

Moving Goods and People, Railways

Associations

Victorian Railways Way & Works, Merz & MacLelland.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes with interior controls

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

A Conservation Management Plan has been prepared to guide the future use, development and management of this place. All future use and development should have regard to this plan.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Andrew C Ward & Associates (1991) *Metropolitan Railway System Electricity Substations Heritage Analysis*

Robert Sands Pty Ltd (2003) *Former Victorian Railways Substation Building Conservation Management Plan*

Vines, G and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (Melbourne's Living Museum of the West) Site 264

National Trust of Australia (Vic) Classification Report *The Melbourne to Williamstown Railway Line*

Butler, Graeme (n.d.) Report on Jolimont Railways workshops for the Historic Buildings Council.

¹ Andrew C Ward & Associates *Metropolitan Railway System Electricity Substations Heritage Analysis* p.31

Heritage Place Name	Newport World War 1 Memorial
Address	Mason Street, Newport
Heritage Overlay No.	HO176
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Interwar memorial

Significant Dates

c.1920

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Newport World War 1 memorial, constructed c.1920, at Mason Street, Newport.

How is it Significant?

The Newport World War 1 memorial is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, it is significant as the main memorial in Newport and Spotswood to those who died in both wars and is a symbol of the public gratitude, which surrounded the wartime effort by local people. (AHC criteria A4 and G1)

Aesthetically, it is significant as an example of public stone masonry, which contributes to the historic character of the Newport Civic & Commercial precinct. (AHC criterion F1)

History

Erecting memorials to respected politicians, soldiers or philanthropists was a common community activity in nineteenth century Australia. In the twentieth century every community built their own memorials to those who served in overseas wars. One of Williamstown's earliest public memorials was the Wilkinson Memorial Fountain (in what is now Commonwealth Reserve) which was erected in 1876, the year after the Rev. George Wilkinson died. Wilkinson was a clergyman at Holy Trinity, Williamstown and also a homeopath and temperance advocate. Another early memorial is the statue of AT Clark, Williamstown's MLA from 1871-1888 and founder of the Williamstown Advertiser. The statue was erected in the Williamstown Botanic Gardens in 1891.

....Public memorials to local servicemen who fought overseas in war are found at the corner of Ferguson Street and Nelson Place, Williamstown and in Mason Street, Newport. Returned Servicemen's Halls, while offering a meeting place for ex-servicemen, also act as memorials. There are RSL Halls at Williamstown, Newport, Spotswood and Altona. The latter was specifically opened as a memorial to First World War soldiers in 1936 and was extended, with the addition of a brick front, just before the next war in 1938. Streets in Altona North were named after the eight local men who lost their lives in the Second World War.

Description

Made of polished pink and grey granite, this tapered obelisk has the inscriptions in raised metal lettering for those who died in both great wars, with a bronze wreath above. Rough grey granite pillars support a recent (?) pipe railing around the memorial. It is located in the median which was once part of the 'town square' located there before the advent of the road overpass.

External Condition

Good

External Integrity

High

Context

Contributory part of Newport Civic & Commercial Precinct, set on the median at focus of the commercial section.

Comparative Analysis

The Newport War World War 1 memorial compares directly with the larger memorial at the intersection of Ferguson Street and Nelson Place in Williamstown.

Thematic Context

Principal Australian Historical Theme(s)

Providing for the common defence, Remembering the fallen

Associations

Returned Soldiers, Sailors & Infantry League, Returned Servicemen's League

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

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Heritage Place Name	Newport Hotel (Former)
Address	1 Mason Street, Newport
Heritage Overlay No.	HO177
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Victorian Italian
Renaissance Revival hotel

Significant Dates

1887

Designer

William Woolf

Builder

Unknown



Statement of Significance

What is Significant?

The Newport Hotel (former), designed by William Woolf and constructed in 1887, at 1 Mason Street, Newport.

How is it Significant?

The Newport Hotel (former) is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of the first major commercial buildings constructed in Newport and illustrates the optimism of the speculative development that occurred just prior to the depression of the late nineteenth century. It also has associations with noted hotel architect, William Woolf. (AHC criteria A4 and H1)

Socially, it is significant for its strong associations with the Newport community and illustrates the important role of hotels as community meeting places during the late nineteenth and early twentieth centuries. (AHC criterion G1)

Aesthetically, it is significant as a well-preserved superior example of the Italian Renaissance Revival style and is a landmark building that contributes to the historic character of the Newport Civic & Commercial precinct. (AHC criterion E1)

History

Historical background

Newport began to attract suburban dwellers in the 1880s when the railway workshops, with their promise of employment, were being constructed. The Newport Estate, to the west of the railway workshops, was marketed in 1885, as was Hall's Farm. Grindlay's Estate at Newport was marketed in 1888. It was within walking distance of the Newport Station, on what had been known as Griffiths Paddock (and now lies between North and Collingwood Roads.) Two other estates offered for sale in the 1880s were the Epsom Estate, near the Williamstown racecourse, and the South Newport Estate, between Kororoit Creek Road, the Geelong Railway line, Maddox and Fink Streets, although very few houses were built on these estates in the 1880s. Most of the housing that did go up at the time was in close proximity to the railway station.

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travellers, as well as meeting place for locals. They were often positioned at natural stopping places along well-travelled routes or, later in the nineteenth century, close to work-places so that workers could gather at the end of their hard-working days.¹

Specific history

Charles Clarke was the first owner and licensee of a 40 room brick hotel on this site in 1887, which was designed by noted hotel architect, William Woolf. Richard Ward followed him, selling to George Bullen by 1890. Bullen continued into this century, only to be bought out by the expanding Carlton & United Brewery Company by 1915. Licensees who followed included Broome, Joseph Kelly, Bernard King, Sandy Hogg and William Kennedy in the 1940s-50s.

¹ Barnard (1999)

Description

The external view of the Newport Hotel today looks much as it did in an early image², which shows it as a three level Italian Renaissance revival hotel with arched and rectangular window openings, an austere form of trabeation overlaid on the façade as pilasters, a typical moulded parapet cornice and entablature, a parapeted roof line with balustrading and urns on piers, and a rusticated pseudo-stone base with impost moulding and ornate timber framed windows and doorways in the manner of the Italian prototypes. At the rear of the hotel was a two level wing (since revised). At the splayed corner was an arched parapet entablature bearing a garland and below it on the next level a panel with further detailing.

External Condition

Good (partially disturbed, well preserved)

External Integrity

Substantially intact/some intrusions- the ground level openings have been changed and new signs erected; the interior and rear wings have been rebuilt.

Context

Contributory part of Newport Civic & Commercial Precinct, set next to railway at focus of commercial section.

Comparative Analysis

This hotel is ornate and in the Renaissance Revival manner, after the style of other William Woolf designs in the inner suburban area (see Union Hotel, Moonee Ponds; Canterbury Road, Canterbury) Only the Yacht Club Hotel (q.v.) and the Royal Hotel (q.v.), both in Williamstown, are more decorative.

Thematic Context

Principal Australian Historical Theme(s)

Lodging people.

Associations

Charles Clarke, Richard Ward, Carlton & United Brewery Company, William Woolf

² *Williamstown Illustrated* 1904

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Williamstown Rate Books
Sands and Kenny *Melbourne Directory* 1880-1890
MMBW Record Plan No. 8 (c.1894)
Williamstown Illustrated 1904
State Library of Victoria Shirley Jones collection of Victorian postcards c.1907

Heritage Place Name	Newport Mechanics' Institute (Former)
Address	13 Mason Street, Newport
Heritage Overlay No.	HO178
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Interwar Greek Revival Hall

Significant Dates

1934-35

Designer

John W Parry

Builder

Unknown



Statement of Significance

What is Significant?

The Newport Mechanics' Institute (former), designed by John W Parry and constructed in 1933-35, at 13 Mason Street, Newport.

How is it Significant?

The Newport Mechanics' Institute (former) is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the first mechanics' institute erected in Newport and the library is the oldest continuously operating facility on the same site in the municipality. The date of construction, 50 years after it was first conceived, illustrates the two main phases of development in Newport's history. It is a very late example of its type and a representative example of a once sought after facility within communities. (AHC criterion A4)

Socially, it is significant as an important community meeting place over a long period and the centre of adult education in this area. It has strong associations with the leaders of the local community who acted as the trustees. (AHC criteria G1 and H1)

Aesthetically, it is significant as an important civic building, which contributes to the historic character of the Newport Civic & Commercial precinct. It is notable for its fine panelled interior and its porch detailing. (AHC criteria D2 and E1)

History

Historical background

In the nineteenth century, hotels often served as venues for meetings, etc, especially for trade unionists or working people who had little domestic space to share. Specific associations, church groups and community or progress associations often built their own halls which served a myriad of purposes. Community halls in the nineteenth and early twentieth centuries could serve as schoolrooms, churches (on Sunday) concert and dance party venues, meeting rooms, and so on.¹

Specific history

The foundation stone of the Newport Mechanics' Institute Hall was laid in the Victorian Centenary Year on 15 November 1934 by the Mayor of Williamstown, JT Gray, on completion of the building after construction commenced in April of that year. Designed by local architect, John W Parry, the construction of the Hall was the realisation of a 50 year campaign by the local residents of Newport to have their own community meeting place.

A deputation of Newport residents sought a reservation for a mechanics hall in 1885, yielding a reserve in 1886. In March 1886 the first Newport Mechanics' Institute trustees were elected as recorded on a plaque at the rear of the present building. They were Samuel R Peel, Newport Railway Workshops foreman, James Dickson, storekeeper, Cr GA Payne, James Styles, civil engineer, and James Horsley, contractor. Michael Durkin, dairyman replaced Horsley on his death later in 1886.

The institute continued into this century, holding meetings and staging events, until a public meeting was held in 1933 towards directing recently released funds for a building. A committee of management was elected including William Roberts (q.v.), president, JP Carroll and WGN Young, vice presidents, LJ Harrigan, secretary, JF Adam. This was later revised to include Hodgson, WH McDonald, GA Paine, and SJ Wookey.²

During World War 2 the Australian armed forces occupied what was then called the Newport Public Library for the period c1941-46 as described by the 23 March 1946 edition of the *Williamstown Advertiser*. During that time, the library had been moved into the hall section of the building and had thus prevented the usual public gatherings. It was not uncommon for the army to occupy major public and private buildings having a strategic location for home front activity.

A new building was added at the rear in the 1970s, which now houses the library.

¹ Barnard (1999)

² Elsum (1934) p.109

Description

The Newport Mechanics' Institute Hall is a single storey, cement-rendered inter-war building with a hip tiled roof. The conservative Greek revival exterior, has a symmetrically arranged facade with three double hung sash windows on either side of the Moderne-influenced central entrance porch, which is expressed by a central pediment and has an original interior. The hall interior is notable for its panelling and good state of preservation.

There is a 1970s library attached at the rear, which is unrelated to the original Mechanics' Institute in terms of its design and materials.

External Condition

Good

External Integrity

High

Context

An important civic element within the Newport Civic & Commercial Precinct.

Comparative Analysis

Austere architecturally, this hall is one of the early public buildings in this part of the City, representing the residential growth here in both the inter-war and Edwardian eras. The nearby Baptist, Anglican and Catholic complexes are similar in period.

Thematic Context

Principal Australian Historical Theme(s)

Developing cultural institutions and ways of life, Forming associations

Associations

William Roberts, JP Carroll, Samuel R Peel, John W Parry

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Elsum, W (1934) *The History of Williamstown* pp.108-09
Foundation Stone - laid 15 November 1934

Heritage Place Name	Shop and Residence
Address	15-17 Mason Street, Newport
Heritage Overlay No.	HO179
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Victorian Italianate shop

Significant Dates

1890

Designer

CJ Polain

Builder

Unknown



Statement of Significance

What is Significant?

The shop and residence, designed by CJ Polain and constructed in 1890, at 15-17 Mason Street, Newport.

How is it Significant?

The shop and residence at 15-17 Mason Street, Newport are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of the first commercial buildings in Newport, which along with other grand buildings such as the Newport Hotel and the Newport Commercial Bank demonstrates the optimistic first phase of development in this area, which was related to the speculative residential subdivision in the 1880s. (AHC criterion A4)

Aesthetically, it is significant as a superior example of a Victorian Italianate shop constructed in masonry and brick with a highly detailed nineteenth century cemented façade. It is related to the nearby Newport Hotel and makes an important contribution to the historic character of the Newport Civic & Commercial precinct. (AHC criterion F1)

History

Historical background

At Newport, the shopping centre clustered around the railway station, developing as the residential areas of the district did. At Spotswood, Hudsons Road appeared early to be the commercial centre, also being located close to the railway station.¹

Specific history

Designed by prominent local architect, CJ Polain, this building was constructed in 1890 for a Mr Edward Jacks and was described as a brick shop and 5 rooms. Edward Jacks was the son of Edward senior and Elizabeth (nee Roland) and lived in Speight Street, Newport until he died in 1898 aged 69 (Federation Index)

Sands & McDougall show that it was occupied by Mrs Emma Loft who ran her fruit shop from 1901-10, while later occupiers included Arthur H and Mrs E Vickers, grocer, in the period just before and after World War One. In the Edwardian-era it was Joseph Elsum's shop and residence for a brief period. During this period it was rated to Digney & Guest of Hudsons Road, Spotswood (c1915-40-).

The name of Elsum is known throughout the area for his bakery business and the Loft family was well known for their blacksmith's shop in Melbourne Road and ES Loft's Williamstown Council role.

CJ Polain was a prominent and successful architect in Williamstown and Footscray during the late nineteenth century. Other notable buildings designed by him included extensions to the Williamstown Mechanics Institute, the adjacent Masonic Temple (1890), Punshons Federal Stores (1890), and Salibury Buildings (1890) in Nelson Place, Williamstown.

¹ Barnard (1999)

Description

This stuccoed two storey shop and residence has been redeveloped on the lower level but has ornate Renaissance Revival detailing on the upper level. This includes trabeation, pediments over windows, a raised arched parapet entablature.

External Condition

Good.

External Integrity

Upper level – High. Lower level – Moderate.

Context

The shop and residence is an important element within the Newport Civic & Commercial Precinct. Related buildings include the nearby Newport Hotel (q.v.), and the former Commercial Bank on the opposite side of Melbourne Road.

Comparative Analysis

This is one of only two examples of a two storey Italianate shop in Newport - shop and residences in this precinct are typically of a later era, following the Edwardian-era upgrade of the railway. It compares with the less intact 127 North Road, Newport (q.v.), as well as the more superior examples by the same architect (Polain) in Williamstown including the former Punshons Federal Stores in Ferguson Street, Williamstown (q.v.) and Salisbury Buildings in Nelson Place (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing & retailing

Associations

Edward Jacks, CJ Polain, Arthur H +Mrs E Vickers

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Sands and Kenny *Melbourne Directory*
I Rae, pers. com. 15 June 2000

Heritage Place Name	Newport Baptist Church Complex
Address	24-26 Mason Street, Newport
Heritage Overlay No.	HO180
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Interwar Modern Gothic Church and Postwar Hall

Significant Dates

1913 and 1957

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Newport Baptist Church complex comprising the Church, constructed in 1913 and the Hall, constructed in 1957, at 24-26 Mason Street, Newport.

How is it Significant?

The Newport Baptist Church complex is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as a major public building that illustrates the second wave of population growth and community development in Newport during the Edwardian era. (AHC criterion A4)

Socially, it is significant for the important role it has played in the development of Newport as a meeting place that is highly valued by the local community. (AHC criterion G1)

Aesthetically, it is significant as a key civic complex that contributes to the historic character of the Mason Street civic and commercial precinct. (AHC criterion E1)

History

Historical background

Newport began to attract suburban dwellers in the 1880s when the railway workshops, with their promise of employment, were being constructed. The Newport Estate, to the west of the railway workshops, was marketed in 1885, as was Hall's Farm. Grindlay's Estate at Newport was marketed in 1888. It was within walking distance of the Newport Station, on what had been known as Griffiths Paddock (and now lies between North and Collingwood Roads.) Two other estates offered for sale in the 1880s were the Epsom Estate, near the Williamstown racecourse, and the South Newport Estate, between Kororoit Creek Road, the Geelong Railway line, Maddox and Fink Streets, although very few houses were built on these estates in the 1880s. Most of the housing that did go up at the time was in close proximity to the railway station.

Even the oldest of the religious buildings in the (City of Hobsons Bay) are not the original parish churches. The sturdy nineteenth century Wesleyan, Presbyterian, Catholic and Anglican churches at Williamstown and Newport, built between the 1850s and 1900, all replaced one or even two former buildings. Their solidity represents the firm position held by these denominations in the period when Williamstown and Newport were growing as important industrial centres.¹

Specific history

It is believed that the Newport Baptist Church began with a request in 1884 from the Baptist Association to the Williamstown branch of the church to send delegates to the Home Mission Committee meeting in November about the formation of a church at Newport. Hugh Ross offered an allotment of land adjoining his own property for any lot purchased by the church in Newcastle Street provided a church was built within one year. A timber church designed by JF Gibbons to seat 250 was erected by CJ Prosser for the start of services in April 1885. The attendance varied in the years to follow with the use of the building questioned as a result. However, with the growth of the area early in the twentieth century, the Rev AH Potter was appointed as the area's first regular minister in 1910 and the present brick church was erected in 1913-14, with the old timber church moved to Mason Street. Names associated with this period include Osmond, Carter, Findlay, Duncan, Matthews, Davies, Loft, Drew, Enfield and Williams.

The church was connected to electricity in 1918 and by 1924 the last payment was made to the Victorian Baptist Fund for the building costs and the complex was connected to the sewer. During the Great Depression, in 1930, the three Sunday School buildings were renovated as well as internal fitting out of the church. The church was a base for missions into Werribee South to the market gardener community and as an impetus for the group at Kingsville South.

After World War 2 the immigration program caused changes in the church mission to surrounding residents. Services were held in Greek and Italian and later still there was a mission to the Asian community. The church also provided English classes and Sunday School at the Williamstown Migrant Hostel.

In 1957 when the minister was the Rev RE McMillan the church hall was opened partly to provide a venue for youth and community groups, apparently as a recognition of the effects of the introduction of television in 1956. A two storey wing was later added to the rear of the church for use as a Kindergarten and extended Sunday School activities.

The first church residence was in Newcastle Street. This was sold to allow purchase of the present manse in Schutt Street.

¹ Barnard (1999)

Description

The Newport Baptist Church complex comprises two gabled red brick buildings. The church, constructed in 1913, is in a Modern Gothic style and has a foundation stone with the name of 'Rev AH Potter' inscribed with the date of 13 December 1913. The postwar hall is an austere building with an central entrance flanked by tall narrow windows, and there is plaque set by WM Pollard with the construction date of 2 March 1957. 'Baptist Hall' is set in metal letters above the entrance.

Both buildings are altered in detail and are linked by a recent glazed gabled entry porch. There is a hipped roof weatherboarded annexe at the rear and a sign stating 'Williamstown Food Relief Centre'.

External Condition

Good (partially disturbed, well preserved)

External Integrity

Substantially intact/some intrusions

Context

Contributory part of Newport Civic & Commercial Precinct, set at edge of commercial section.

Comparative Analysis

Austere architecturally, this church is one of the early public buildings in this part of the City, representing the residential growth here in both the inter-war and Edwardian-eras. The nearby Anglican and Catholic complexes are similar in period.

Thematic Context

Principal Australian Historical Theme(s)

Forming associations, Making places for worship

Associations

Baptist Church

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*


Finney et al *Newport Baptist Church 1885 Centenary 1985*

Local/church papers for dates 2 March 1957 plaque by W M Pollard, Rev McMillan; church plaque 13 December 1913

Additional Images

The image on the cover shows the church, while the image below shows the hall.



Heritage Place Name	House	
Address	35 Mason Street, Newport	
Heritage Overlay No.	HO181	
Heritage Precinct(s)	Not applicable	
Significance		
Local		
Style & Type		
Edwardian villa		
Significant Dates		
1909		
Designer		
Unknown		
Builder	Unknown	
Unknown		
Statement of Significance		
What is Significant? The house, constructed in 1909, at 35 Mason Street, Newport.		
How is it Significant? The house at 35 Mason Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.		
Why is it Significant? Historically, it is significant as an illustration of the second important development phase at Newport during the Edwardian era and for its association with local identity Charles Garibaldi Carter who was linked with the Newport Railways Workshops. (AHC criteria A4 and G1) Aesthetically, it is significant as a superior example of an Edwardian villa, which is notable for its verandah detailing that distinguishes it from many other Edwardian-era houses in the City. It contributes to the historic character of Mason Street. (AHC criteria E1 and F1)		

History

This 6 room weatherboard house was built in 1909 for Charles Garibaldi Carter, a fitter, on lots 10-12 of the estate. William Riddell, a labourer, purchased the house by the mid 1920s and had retired by the 1930s; he died in 1932 aged 72. Thomas Riddle (a bank official) took his place in the mid 1930s as the occupier, the property being owned by the Elizabeth Riddell estate.

Charles Garibaldi Carter was listed in the 1914 *Victoria Government Gazette* as a fitter in the Rolling Stock branch of the railways. He was born in 1864 and joined the railways in 1889. A Charles Carter was active in the Williamstown Baptist Church.¹

Description

The house at 35 Mason Street, Newport is a hipped roof weatherboard Federation/Edwardian bungalow on a prominent corner site. Notable elements include the ornate verandah and eaves detailing, corner siting, two red brick chimneys, a slate roof and what may have been a lookout on the roof top.

External Condition

Good

External Integrity

Moderate

Context

Contributory part of Newport Residential Precinct, being mainly Edwardian-era and inter-war housing.

Comparative Analysis

This house stands out among other Edwardian-era weatherboard houses in the Spotswood and Newport area, with only a few examples in Williamstown being similarly ornamented.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Charles Garibaldi Carter, William Riddell.

¹ Elsum (1934) p.95

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Elsum, W (1934) *The History of Williamstown*
- Municipal Rate Books (RB)
- Sands & McDougall *Victorian directories* (D)
- Victoria Government Gazette* 4 August 1914

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